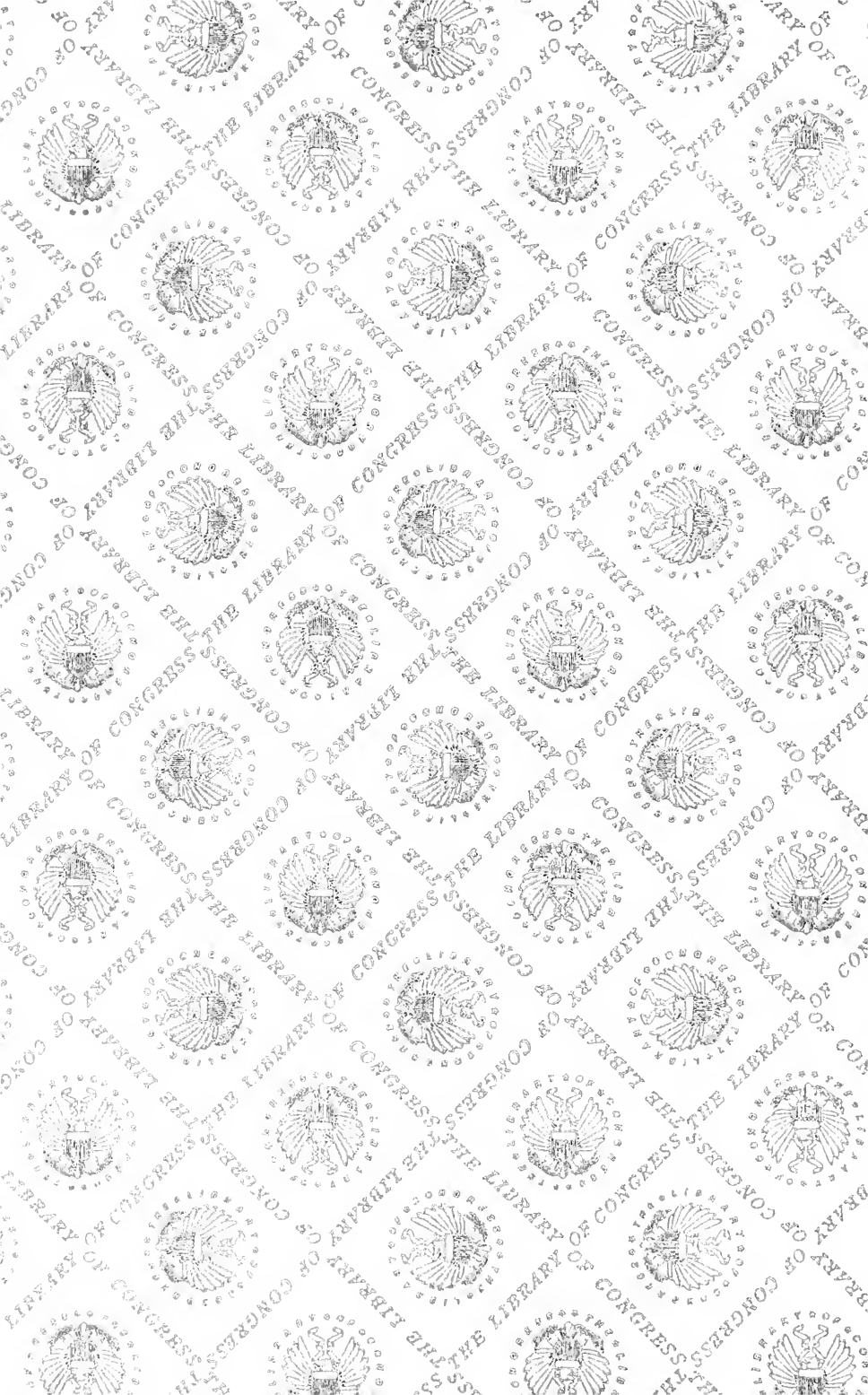
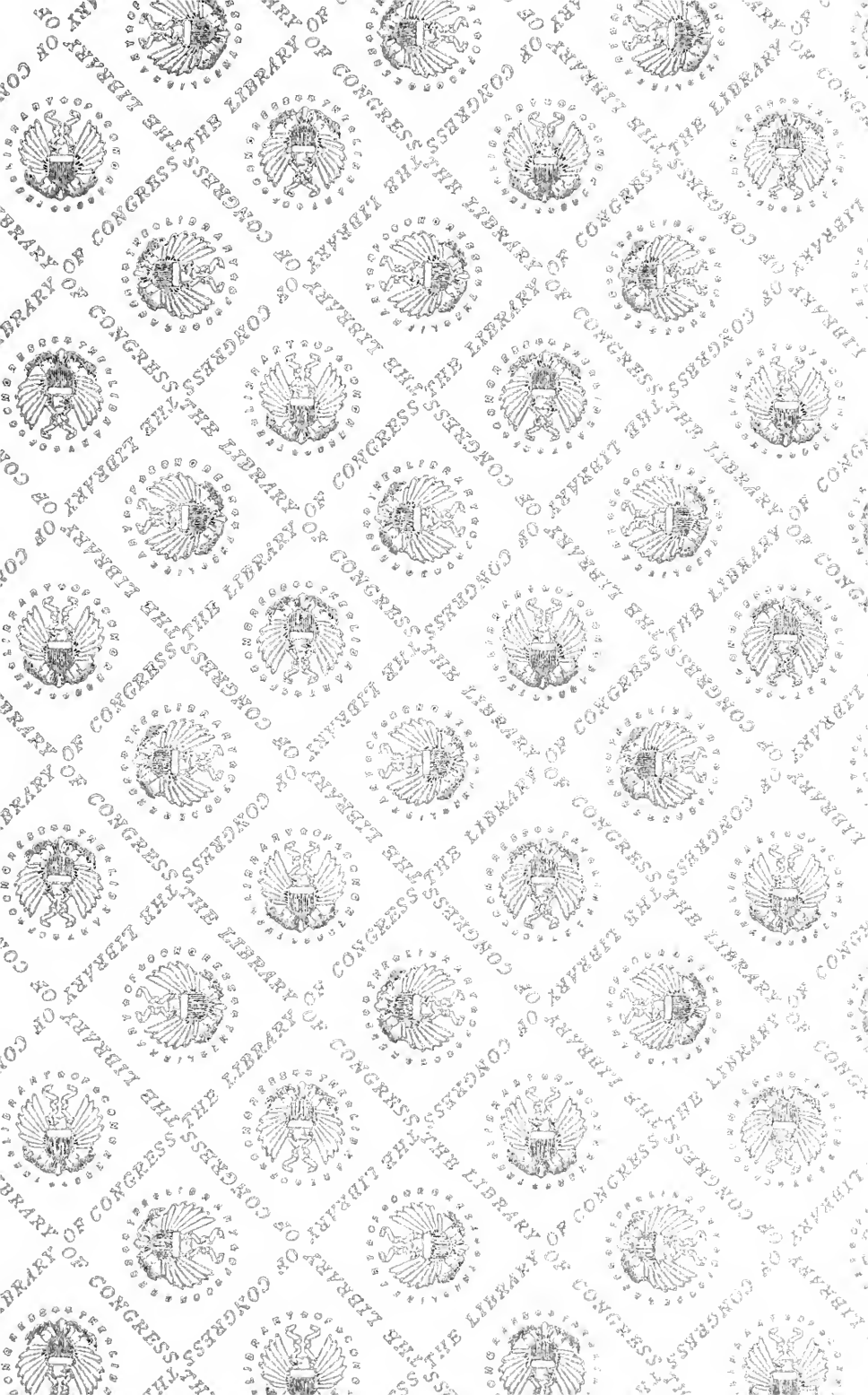
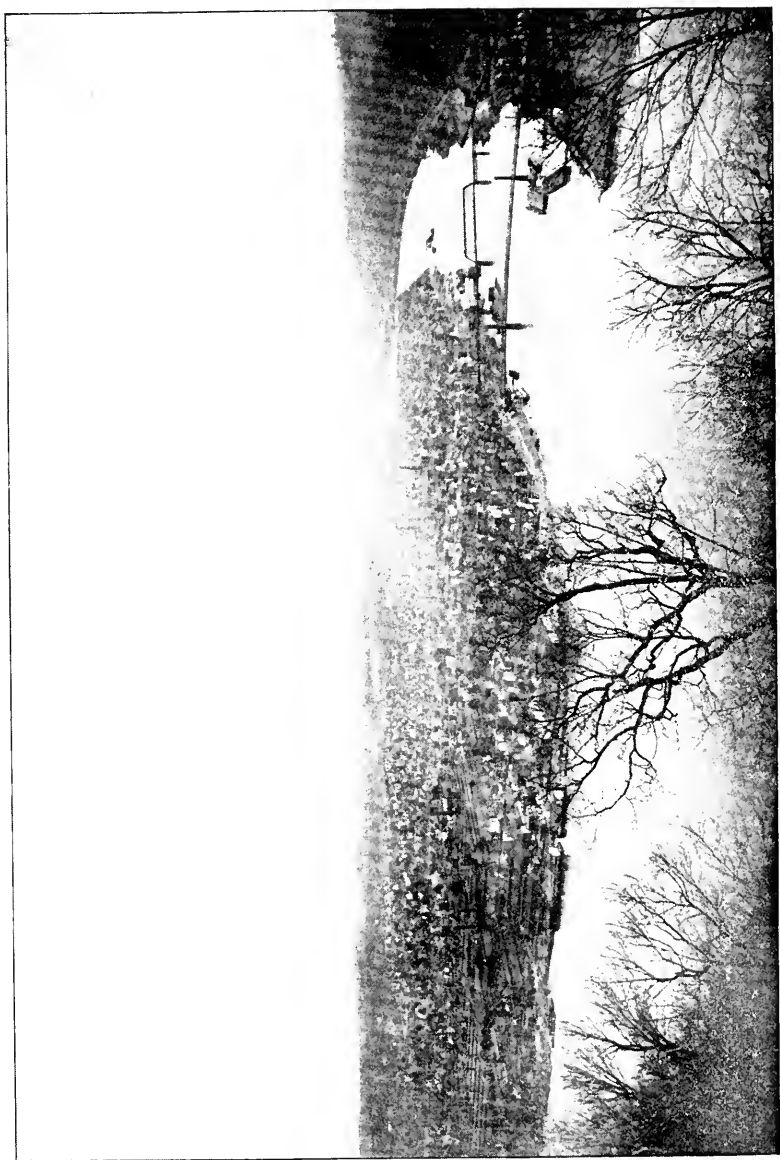


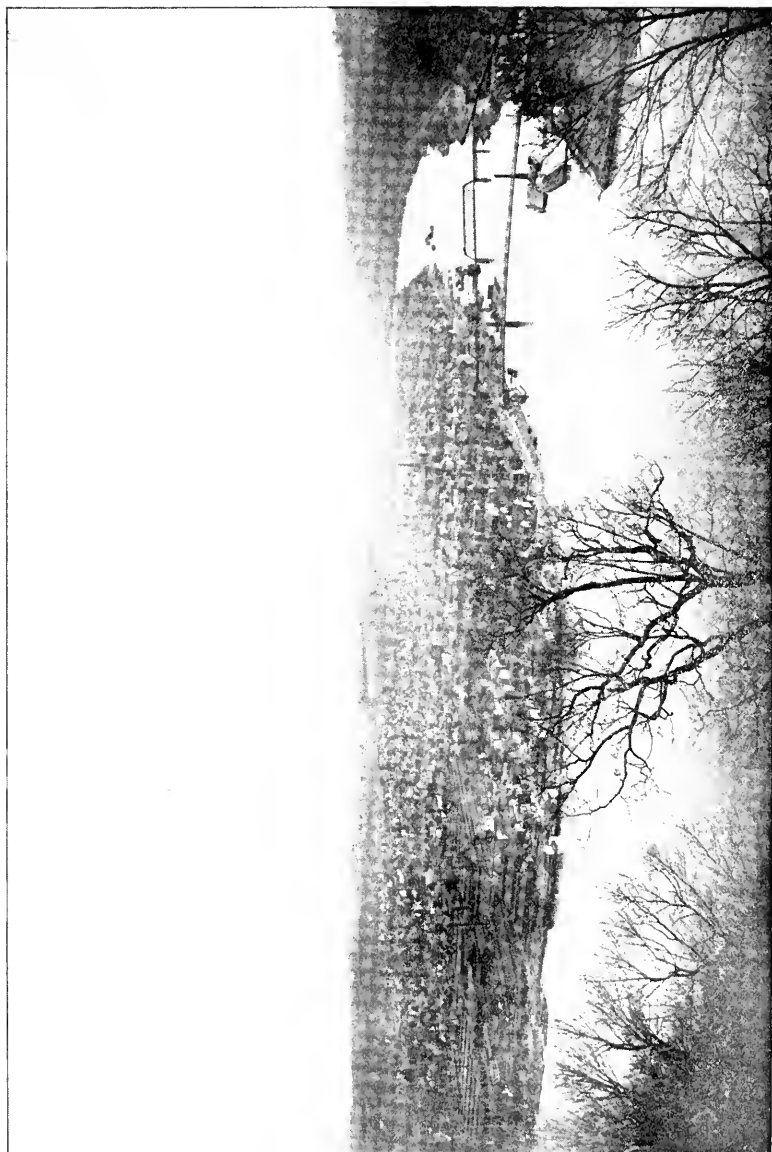
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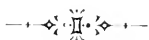


A General View of McKeesport Showing Confluence of the Two Rivers.



A General View of McKeesport Showing Confluence of the Two Rivers.

THE FIRST
One Hundred Years
—OF—
McKEESPORT.



AN HISTORICAL AND STATISTICAL DESCRIPTION
OF THE CITY FROM ITS INCEPTION
UNTIL ITS CENTENNIAL IN 1894.



COMPILED AND PREPARED

—BY—

Walter S. Abbott and William E. Harrison,

UNDER DIRECTION OF

Centennial Historical Committee.



McKEESPORT, PA
PRESS OF McKEESPORT TIMES
1894.



NOTE.

THIS history was prepared and issued by authority of the Historical Committee of the Centennial Celebration of McKeesport, celebrated on September 13th and 14th, 1894. The Committee was appointed by the General Committee of the McKeesport Board of Trade, controlling the celebration, and consisted of the following gentlemen:

W. E. HARRISON, Chairman,
JAMES EVANS,
HENRY STEWART,
ISAAC EDMUNDSON,
W. S. ABBOTT.

CARD OF THANKS.

THE authors return sincere thanks to James Evans, Henry Stewart, Isaac Edmundson, M. Wilson Stewart and W. E. Buehler, for special assistance in this work, and to many other friends here and abroad, for valuable services rendered. Without their aid, much of the data secured could not have been obtained, because many dates could not be procured except from private records. The assistance of these friends aided the authors very materially.

PREFACE.

IN undertaking the task of preparing a history of McKeesport the authors were aware of having assumed something not easy of accomplishment. Much data necessary to a complete history is not procurable, because it does not exist. Other information sought was unobtainable. But the compilers have made an honest endeavor to gather and arrange the following history in its proper chronological order in as complete a form as it is possible at this time to prepare such a work. The history is the result of a laborious gathering of facts from every conceivable source of information, both at home and abroad. Data has been tested and subjected to proof wherever it has been possible and the work is offered to the public, though incomplete, and perhaps imperfect as to some of the facts presented, as the most comprehensive history of the "Metropolis of the Monongahela" that has yet been published. Whatever its imperfections may be, the authors have no apology to offer. As a souvenir of the first century of McKeesport it seeks recognition, and wonderful as the record of the past may seem, the century just dawning will far surpass it. The next century of McKeesport's existence will be far greater, grander and nobler, and the history of the second cycle of one hundred years will record a still greater development.

THE AUTHORS.

ONE HUNDRED YEARS.*

We come, with clang of bells, with songs of praise,
With waving banners, with electric blaze,
With radiant hopes, and with inspiring cheers,
To crown the memories of a hundred years.

* * * * *

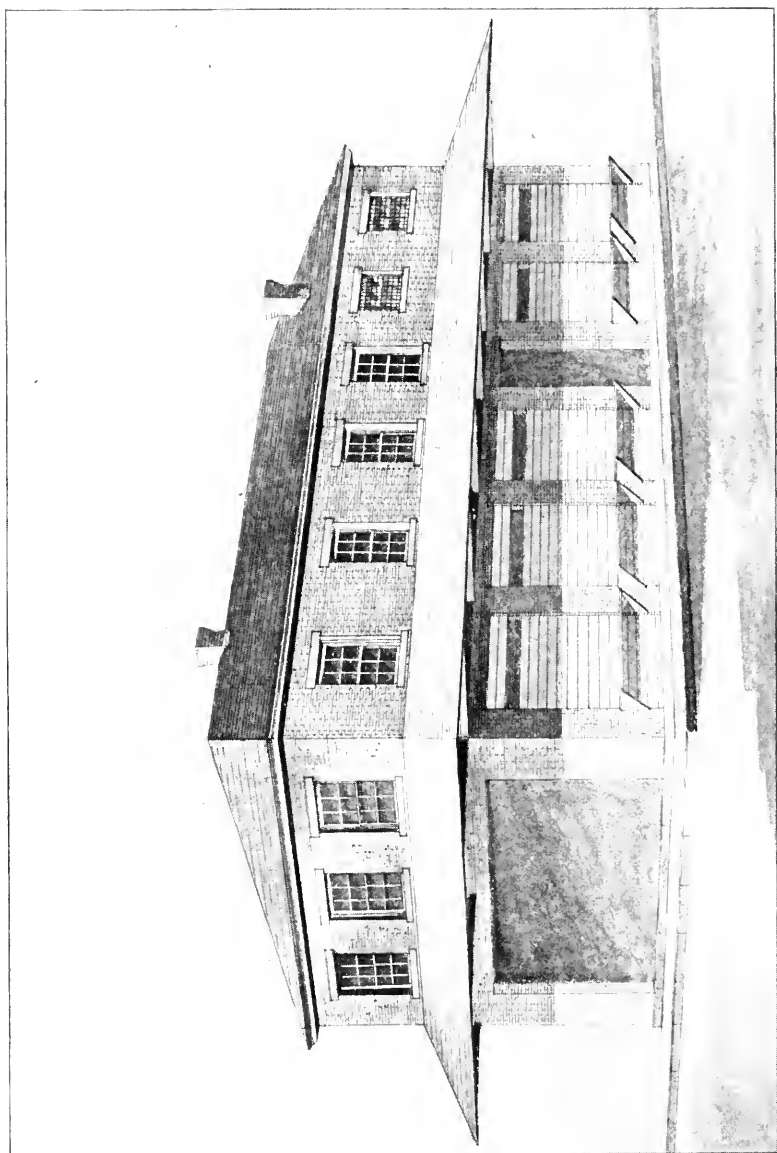
Could we roll back a hundred cycling years,
And photograph the early pioneers,
How we should see in each bronzed, rugged face
The native stamp of that ancestral race
Who came to act as conscience should dictate,
Far from the partnerships of Church and State.

* * * * *

A hundred years! How long, or short, it seems,
Depends on fruitful deeds, not idle dreams.
To sanguine vision, with its rainbow light,
Days shrink to hours in their rapid flight;
While lagging weeks or lingering months may be
To wrong and suffering an eternity.
Sunshine and shadow, innocence and crime,
With different standards weigh and measure time.
Full twenty centuries the Pantheon's dome
Has watched the ebbs and flows of life in Rome
Through forty centuries, survey the links
Of past and present in the silent Sphinx,
And in the stately Pyramids that rise
Until their summits pierce Egyptian skies.

Brief space compared with all this length of years,
McKeesport's single century appears:
And sharply drawn, the contrasts brought to view
Between the records of the old and new.
Scan transatlantic archives, and you find
Their every page with blood-marks interlined
Traverse each foot of Europe's wide domain,
The scars of battle are on every plain
Where'er you turn, amid the busy hive,
"The dust you tread upon was once alive."

**Adapted from Centennial Poem by Dr. Bombaugh, Harrisburg, Pa.*



Original Market House, Council Chamber and Jail.

McKeesport.

THE first known permanent resident at the mouth of the Youghiogheny river was Queen Alliquippa, the queen of the friendly Delaware tribe of Indians, who selected the spot now known as McKeesport for her seat of government. She was a good queen, celebrated in history and tradition for many good qualities, and in its day her tribe ranked as one of importance among the red men who controlled this part of the country prior to, and after, 1750. A legend has it that when the doughty General Braddock marched through here in 1756 to the scene of his defeat, three miles below McKeesport, near the mouth of Turtle Creek, that Queen Alliquippa occupied a prominent position among a number of her braves on the hilltop above Riverton and gazed upon the British Army, as it passed down Crooked Run Hollow to the Monongahela river and forded that stream. She is supposed to have been struck with wonder when the red and gold uniforms and glistening accoutrements of the English soldiers flashed in the sunlight beneath her gaze; but she was a proud queen, and notwithstanding the fact that George Washington, afterwards the "Father of his Country," accompanied the soldiers, she insisted that because due homage had not been shown her by that august body, she had been slighted. The angry queen, through messengers, is said to have informed the army that it had given her offense; but the story goes that George Washington afterwards succeeded in smoothing and softening the ruffled feelings of the dusky queen by presenting her in person with a bottle of rum.

Exactly where Queen Alliquippa's lodge was located is not known. Probably it was on one of the hilltops, as the level ground about the rivers at that time was swampy. One of the hills mentioned as the site of her headquarters is that now covered by what is known as South Park.



The McKees of McKeesport.

ABOUT the beginning of the eighteenth century David McKee, with his family, moved from Scotland to the Protestant settlement in the north of Ireland, settling near Londonderry. But persecution followed the Presbyterians and about the middle of the century he was forced to seek a new home. He came to America in company with several brothers and found in the Province of Pennsylvania what he said he long had sought: "a church without a bishop; a state without a king."

He settled near Philadelphia, but in the year 1755 he crossed the Allegheny mountains and under the protection of the once celebrated Queen of the Delawares (Alliquippa), he settled permanently in the wilderness he found at the confluence of the Monongahela and Youghiogheny rivers. There he built himself a log cabin and became the first white resident of the locality.

The territory now covered by a teeming, throbbing, pulsing city was at that time an extensive marsh or swamp, clogged with heavy forest and a dense undergrowth—not a home site that would to-day be selected by seekers after health and longevity. The time, too, seemed not aptly chosen, for it was contemporaneous with the disastrous defeat of General Braddock at Braddock's Field. The country round about was quaking with the shock of warfare and the only recognized law was that of might. The strong ruled the weak. Notwithstanding the unfavorable surroundings David McKee built and occupied his log house and established a home in spite of all difficulties. The seed thus planted, over a century ago, was the nucleus of what afterwards became McKeesport, to-day a prosperous city whose railroads, manufactories, schools, churches, intelligence, refine-

ment and thrift, form a halo through which the past appears as a misty dream, the outlines being dim and exceedingly hard to discern. It is difficult to believe that the present modern city was erected where the first white settler found nothing but a swamp along the shores of two big rivers, the future value of which he had no conception whatever. He was simply an adventurous white man determined to carve a home out of the wilderness and to force the earth to render him and his family a living, free from the restraints he found in the, to him, obnoxious land of his birth. He cleared out enough of the dense tangle of swampy forest to enable him to operate a farm, but did not confine himself strictly to farming for an indefinite period. He had the Scotch-Irish ideas of thrift about him and he soon established a skiff ferry connecting his place with the opposite sides of the Monongahela and Youghiogheny rivers and in 1769 he obtained a charter for it. That charter is still in force to-day and a steam-ferry service is maintained under it.

David McKee died on October 11, 1795, aged eighty-five years and his property passed to his three sons, John, David and Robert. David left the settlement, removing across the river and occupying a tract of land in what is now Mifflin township. He was drowned some years afterward while fording the Monongahela river on horseback, at Braddock's upper riffle, opposite the mouth of Crooked Run, where Braddock's army crossed in 1756. Robert located on a tract of land in the neighborhood of Braddock's Field, which was at that time a respectable settlement. John retained the old homestead which had been deeded to him by his father some years before.



John McKee.

AS has been stated, John McKee succeeded his father as the possessor of the McKee land at the confluence of the Monongahela and Youghiogheny rivers some time previous to his father's death. John McKee was the owner of McKee's Ferry and the founder of McKee's Port--afterwards the Borough and now the City of McKeesport. The McKee homestead was located outside of what became the town of McKeesport, viz: On the East side of Walnut street near the spot now occupied by the new portion of the iron works of the W. Dewees Wood Company. W. E. Harrison and probably one or two others of our oldest citizens, remember playing about the old log pile, the remains of the McKee home, which marked its location in their boyhood days. All traces of it disappeared many years ago.

John McKee was born in Ireland in 1746 and at the death of his father was forty-nine years of age. He was a man of fine presence, much energy and of infinite resources of mind and body. He had been very prosperous in his undertakings up to the date of the whiskey insurrection, ranking as one of the wealthiest men in Western Pennsylvania. Subsequent to the whiskey war his affairs became somewhat tangled and he suffered losses in large sums prior to the year 1795.

During that year he laid out the plan of McKee's Port on the site formerly known as McKee's Ferry. McKee's Port as he laid it out was bounded by the Monongahela and Youghiogheny rivers, Ninth street and Walnut street. The plan consisted of upwards of two hundred lots, sixty feet front and one hundred and

forty feet deep, each fronting a street and running back to an alley. The two principal streets, Market and Fourth, were eighty feet wide, all the others being sixty feet wide. All the lines ran at right angles and the plan is to-day pronounced perfect, regret being expressed that the original lines were not continued in subsequent additions to the work so well begun by John McKee. Near the center of the new town Mr. McKee left a large area intended for market house purposes, which for many years has been known as the Diamond. Two lots each for church and school purposes were set aside and the remainder of the lots were offered for sale.

Mr. McKee adopted a novel plan to dispose of his town lots. He put the price of the lots at twenty dollars each, and by way of satisfying purchasers as to the selection of lots, he arranged a lottery scheme. The purchaser paid him ten dollars for which he received a numbered ticket and when the lottery drawing occurred, each man was assigned the lot his ticket drew, when, if he paid ten dollars additional, he received a deed for the property. There seems to have been no blanks in John McKee's lottery but if a ticket holder did not like the location of the lot he drew, he forfeited the ten dollars he paid for the ticket. Even in that early day the value of advertising was recognized and appreciated and John McKee accordingly made his lottery and land booming scheme known to the world through the columns of the *Pittsburgh Gazette*. W. E. Harrison has the advertisement clipped from that paper dated February 5, 1795, a valuable relic, a copy of which is herewith reproduced:

A NEW TOWN

IS laid out by the subscriber on the spot known for many years past by the name of McKees ferry. The ground intended for the Town is delightfully situated on a fine level point, at the junction of the Monongahela &

Youghiogeny rivers about sixteen miles above Pittsburgh by water, and twelve only by land. The plan on which the Town is to be improved consists of upwards of 200 lots of 60 feet front ; each lot having the advantage of a street and an alley 20 feet wide, for the convenience of stables etc. The principal streets are eighty feet wide the others sixty. Near the center of the Town is a large area or square intended for a market house. Forty eight of the lots front the two rivers Monongahela and Youghiogeny. Four lots will be given by the subscriber, for the use of a place of worship and a seminary of learning.

The situation of this place is so well known in the Western Country that it needs no encomium that can be given it but for the information of those persons below the mountain who may wish to become purchasers it may be necessary to premise, that its situation is one of the best in the western country for trade and commerce, having the advantage of the two rivers Monongahela and Youghiogeny flowing under its banks, being near several grist and saw mills, close to what is called the Forks of Yough settlement which is indisputably the richest that we have it is at least 12 miles nearer to Philadelphia than Pittsburgh is, it has public roads laid out from it in different directions.

The price of each lot is to be 20 dollars, and one dollar ground rent

to be paid annually. To avoid disputes the lot every purchaser, is to possess is to be decided by a Lottery, which will be held on the spot on the 1st day of April next. Each purchaser at the time of receiving his ticket is to pay ten dollars, and the residue when he draws his number and gets his deed. The majority of purchasers present at the drawing are to choose the persons who shall draw the tickets, which persons shall point out the four lots to be appropriated to public uses, prior to the drawing.

Tickets to be had of John Hannah merchant, Pittsburgh ; Andrew Swearingen Esqr. Washington ; John Taylor Esqr. Greenburgh, James Wallace Esqr. Carlisle, Peter Whitefield merchant, Mercerburgh and of the subscriber on the premises.

JOHN M·KEE.

N. B. A plan of the town with proposals annexed, may be seen at any of the above places.

February 5, 1795.

[The advertisement as it appears above was clipped from the *Gazette* by the late Judge Veech of Pittsburgh, formerly of Uniontown. About thirty-five years ago he gave the clipping to C. C. Taylor, Esq., then an attorney-at-law here, who presented it to W. E. Harrison, who has it preserved in a glass-covered frame].

The new town had not been formally christened and it was not until sometime in November 1795 that the name of McKeesport was finally determined upon. The lottery disposed of many of the lots, but we know little of the particulars of what modern land speculators would call a "boom," natural to follow the birth of a new town, claimed to possess many advantages

over the village of Pittsburgh because it was "twelve miles nearer Philadelphia;" but we do know that many of the original purchasers abandoned their lots and refused to pay the taxes assessed against them. The omnipresent tax-gatherer kept charging up the taxes until the limits of patience had been exhausted and in the year 1834 a general clearing up of the tax muddle was inaugurated and about one half of the "lottery lots" were sold under the hammer for the delinquent taxes against them, at an average of less than ten dollars a lot.

Nevertheless, these apparent reverses did not prevent McKeesport from being something of a town. For instance it had, as a necessity, a graveyard outside the limits, just East of Walnut street and adjoining that portion of Ninth street which was afterwards laid out East of Walnut. This old graveyard was located by David McKee, father of John, and was not finally abandoned until the year 1872, when all the bodies, or what could be found of them, were removed to Versailles Cemetery.

As early as 1800, McKeesport attracted general attention. Among its possessions was a race track running nearly around the town as platted, and, judging from the number of races on this course, the people were by no means devoid of a love for outdoor sports. The track ran along Water to Eighth street, then around to near Market street and thence to Second street. That the races were patronized by people from the surrounding country is shown by the following notice which is a copy of one appearing in the *Pittsburgh Gazette*, dated August 27th, 1800:

MCKEESPORT RACES.

McKeesport races will be sported for on the turf at McKeesport on the first Wednesday in October next. A purse of \$40 for mile heats; free for all, any horse, mare or gelding. On Thursday a purse of \$20, one and one-half mile heats, free as above. And on Friday a sweepstake, one mile heats, free as aforesaid, the winning horse of each day excepted. No respect paid to the weight of the rider.

PITTSBURGH, AUG. 27, 1800.

John McKee died on January 11th, 1807, aged sixty-one years. His remains were placed by the side of his father in the old graveyard, previously described, where they rested quietly until the demands of later years made it necessary to abandon the old burying ground. Accordingly in 1872 the remains were removed by one of his relatives, the late William Whigham, to Versailles Cemetery where they are to-day, the location being marked by the original headstone erected by his family in the old graveyard. But a handsome granite monument to him as the "Founder of McKeesport" was erected over his remains (and those of his wife and his father), in 1887 by David R. McKee, as executor of the will of Redick McKee (son of John McKee, and born in McKeesport, December 7, 1800), who occasionally visited the old Borough and had many friends among its residents.

John McKee married Sally Redick, sister of Judge David Redick, of Washington County, Pa., whose pedigree is traceable back through the Hoges or "Hoags," Humes, Stewarts, "Reddochs," and Douglasses to the dawn of Scottish history, about the year 1100. Two of her grandnieces, Mrs. Jacob Burket and Mrs. John Merrington are still living and were recently residents of this city. A grandnephew, R. F. Ramsey, Esq., is living in Pittsburgh.

Redick McKee, after a long life of great activity and usefulness (largely passed in Wheeling, Va., where in its early days he was prominent alike in establishing manufactories and other business enterprises and in founding religious and educational institutions, died at the home of his son, David R. McKee, in Washington City, September 13th, 1886.

The latter is now the only survivor of Redick McKee's family; and his sons are the last-born lineal descendants of the first settler of McKeesport.





REDICK McKEE,
Son of John McKee, the Founder of McKeesport.

Old Time Residents.

THE residents of McKeesport prior to the year 1830, when the town consisted of but eighteen houses, one church and one small steam grist and saw mill, were of course limited in numbers, and the following list comprises substantially the names that would have appeared in a directory of the town, had such a book been compiled at that time:

Alexander, James, saddler and tavern, Water street, bet 2d and 3d.

Located here in 1811.

Baker, John, tavern, northwest cor. 2d and Walnut

Baker, Jacob, blacksmith, 3d near Walnut

Behan, John, English pensioner, member of King's Life Guards, southeast cor. Water and Third

Boughman, John H., surveyor, bricklayer, stonemason, 2d near Mulberry alley

Dickey, Samuel, carpenter, southwest cor. 3d and Blackberry alley.

Evans, James, hatter and Justice of the Peace, east of Walnut, oppo 2d

Harrison, John, blacksmith and farmer, near head of Ninth st

Hirst, Emanuel, gardener, Market street south of 3d.

Hunter, Samuel, coal merchant, east side Market bet 2d and 3d

Huey, George E., physician, southwest cor. 2d and Walnut.

Jamison, Henry, cooper, south of 6th near Market

Loughead, Col. Wm., soldier in the war of 1812, general store, 3d near Walnut

Lowry, Robert, general store, southeast cor. Market and 3d

McVay, James, tailor, east Market bet 1st and 2d

Penney, James, cooper, southwest cor. 3d and Walnut

Rose, Samuel M., tavern, 2d and Mulberry alley

Rowland, Hugh, general store and carding and fulling mill, west side Market bet 1st and 2d

Soles, Andrew, general store, north side 2d bet Mulberry and Strawberry alleys.

Stone, Daniel, laborer, east side Market, bet. 2d and 3d.

Young, John, wheelwright, south side 2d, cor. Blackberry alley

W. E. Harrison remembers all the foregoing persons distinctly and although the list is not considered accurate it substantially covers the names of the people here prior to the date, 1830.

The grist mill spoken of was on the lot northwest of Second street, corner of Blackberry alley, now covered by part of Wood's mills. A church stood upon the lot now occupied by the First Presbyterian church and parsonage at Sixth and Market streets. The only brick dwelling in town then was owned by Dr. Huey and the single frame dwelling was occupied by Andrew Soles. All the other buildings were of logs. The grist mill was a frame structure, but the little church was constructed with brick. Five of these buildings remain and are still occupied, viz: Rose's and Soles' on Second street; Huey's at Second and Walnut streets; Penney's on Third street and Lowry's at Third and Market streets. There are eight persons living in the city to-day who were residents in 1830, as follows: W. E. Harrison, W. B. Harrison, Mrs. Ann Fields, sons and daughters of John Harrison; Mrs. E. E. Tasse, daughter of Hugh Rowland; Miss Nancy Boughman, Mrs. Mary Harper and Mrs. Elizabeth Fisher, daughters of John Baker; and Mrs. Rebecca Gilky.

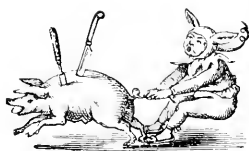
W. E. Harrison has resided here over sixty-eight years, being the oldest continuous resident in the city. R. S. McIntyre came here in 1831 and is believed to be the oldest man in the city, being in his eighty-fifth year. Mrs. Rebecca Gilky is in her eighty-ninth year and is regarded as the oldest woman in the city and has been here the longest—seventy-eight years. Mrs. Mary Harper came here when four years old and is now in her eightieth year, and has resided in and close by the city for seventy-six years.

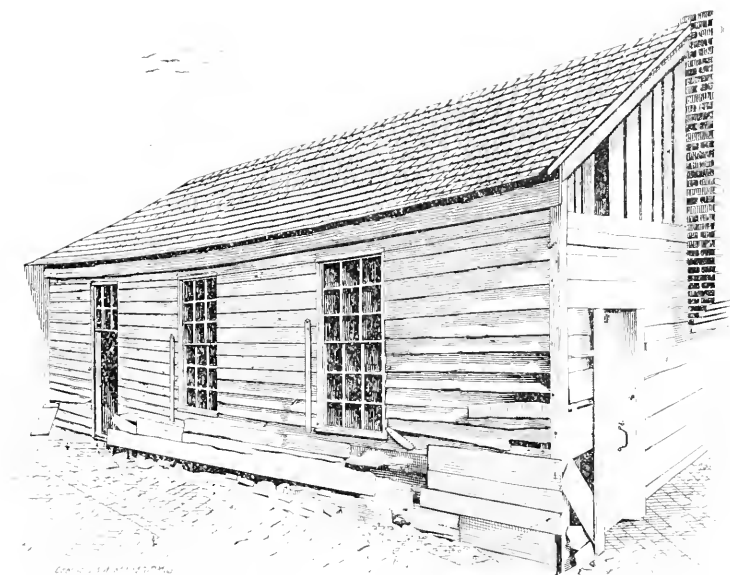
For many years after the town was laid out the township road entering from the south came along the hillside nearly on the

present line of Jenny Lind street to about the head of Ninth street, thence to the western line of the old grave yard; from thence to Market street near the junction of Sixth. We can get no record of the time the present road connecting with Walnut street was opened.

The road from the East was about on the line of the present Fifth avenue to Huey street from which point it ran due North to a point near the National Rolling Mills, thence West to Walnut street near Second. In 1846 it was abandoned and changed to the present Fifth avenue.

In passing it may be noted that in early days each resident kept a cow, raised hogs and sheep and usually had a flock of geese to look after.





First Schoolhouse erected in McKeesport and first voting place
in the Borough.

Old Time Voting.

IT was not so simple nor so convenient a matter for the earlier voters of McKeesport to cast their ballots on election days as it is now. Up to the year 1842 they were required to go to what was known as the "White House" on the Pittsburgh and Greensburg pike, four miles from town, to exercise the right of suffrage. In those days conveyances were luxuries enjoyed by few but, notwithstanding the long tramp necessary, it is recorded to the credit of the townsmen, that very few neglected to vote at elections. The town was at that time a portion of Versailles township.

In 1842 McKeesport was incorporated and the elections were held for a number of years in the school house which stood on the Diamond, but which was afterwards, in 1849, removed to the rear of the lot adjoining the Presbyterian parsonage, where they were continued until the first brick school house was erected on the site of the present First Ward building. Elections were held there until the borough was divided into wards, when polling places were provided for each division.



Topography.

THE topography of the ground forming the original plan of McKeesport had to be changed considerably before all the ground was made available. As late as 1846 there was no wharf at the foot of Market street. A bluff at Second street cut the river off from the present Market street wharf. The shipping of the town was handled, in and out, at the ferry landing at the foot of Second street. Three large ponds of water stood North of Second street and extended from East of Market street towards the ferry landing. They covered the ground now occupied by the brick houses of Major Ryan's heirs and that of Mrs. Emily Tassey and reached Southward nearly up to Third street. After heavy rains it was almost impossible for teams to cross Second street.

Between Seventh and Eighth streets a deep gully extended from a point between Market and Walnut streets to the Youghiogheny river. It was about twenty feet deep across Market street and probably fifty feet deep at Mulberry alley.

The land along the banks of both rivers was so low that at the time of freshets and floods much of it was under water. It was not uncommon to see all of Water street covered by water, as well as parts of Second, Third, Market and Walnut streets.

Old residents know what a wonderful amount of filling was necessary to raise the grade of the low-lying part of the town to its present elevation above high water.



Occupations.

PROFESSIONAL AND OTHERWISE.

IT is worth while to glance briefly at some of the men who were pioneers in their different trades and professions, prior to the year 1830.

James Evans, grandfather of James Evans, of the National Bank of McKeesport, was the first Justice of the Peace. He was appointed by the Governor of the State. Back about 1820 he operated a distillery on a small scale, on Strawberry alley, and at one time he manufactured hats.

Samuel Dickey was the first coal merchant to locate here.

The first school teacher was "Andy" Hendrickson and he is said to have wielded the rod with remarkable dexterity.

The first clergyman, or preacher as he was called, was Rev. Boyd Mercer.

After the McKees, the first ferryman there is any record of was Samuel Elliott, who took charge of the business in 1820.

The first coalboat pilot was Samuel Hunter, who came here in 1831. Many others followed him.

The first tannery was operated by Samuel Culbertson, who came here in 1802.

The first postmaster was James Evans, who was commissioned in 1827.

Subsequent to 1830 the following persons were prominent in their various avocations:

The original sawyer was Joseph Wampler, father of W. P. Wampler, now in the lumber business. He came here in 1831. He was a capable man and in addition to the above occupation he

made telescopes, microscopes and barometers, numbers of which are in use to-day. He was Justice of the Peace for many years, being the first one elected under the borough charter.

The first wagonmaker was Henry Myers, who came here in 1839. He had a contract with the government to furnish wagons during the Mexican war.

The first butcher was Joseph Garbry, who came about 1834.

The original barber shop was opened by Joseph Newell, a white man, about 1845.

The first colored barber was Jesse Allen, who came in 1850.

James F. Ryan was the first tinner. He came here about 1848 and continued actively in business until his death.

The first teamster to do general hauling was "Old Billy" Castner, who began in 1850.

The first shoe store was established by W. E. Harrison in 1858, who continued the business thirty-five years.

James B. Mitchell, known as "Dr." Mitchell, opened the first drug store in 1850.



Some Early Incidents.

THE first suicide was Dr. Henderson, who hanged himself to a bedpost in Rose's tavern in 1832.

Robert Hays, the ferryman, was the first person drowned here. This was in 1833.

The next violent death recorded, was that of John Gallagher, found dead on Walnut street in 1837. The cause is not known.

The first colored man in town was known as "Black Alex," and the first colored girl was called "Black Han." They came here in 1830.

The first brick house in town was built by Dr. Huey, corner of Walnut and Third streets in 1820. The next was the Rowland mansion corner of Market and Third, erected in 1837. (W. E. Harrison helped to carry the brick to build it).

The first house built for tavern use was by Sterling Johnson, on Water street, between Second and Third, in 1800, afterwards occupied by the Alexanders. As was the custom then a sign post stood on the sidewalk and the swinging board above it carried the picture of a black horse.

The first Sunday school was organized in the Presbyterian church in 1825, by Rev. Alex. McCandless. The original temperance society was organized under his direction in the same place in 1829 and was said to have been the only organization of the kind in Western Pennsylvania at that time. The first signers to the pledge were Wm. Penney, John Gray and Hamilton Stewart, and, be it said to their credit, they never broke it.

The only Revolutionary soldier buried here with the honors of war was Thomas Clark, on the 5th day of September 1842. A military company from Turtle Creek had charge of the funeral.

The only account we have of a slave being owned in McKeesport was one sold by James Evans to Col. Fauntley Muse and by him to Henry Chalfant, of Turtle Creek. The date is not known.

The first steam ferry boat was named the "Yough" and was put into service in 1846.

The first fire in town was in 1836, when Kirkpatrick's cabinet shop was burned. It stood near the site of the present light station on Third street.

The first murder committed here was by Wm. Dickey who shot Dr. Forsha, at the corner of Market street and the Diamond. Dickey was defended in Court by Col. Sam. Black who secured a verdict of acquittal.

The first person convicted of stealing and who was sent to the penitentiary was Adam Passmore, about 1830.

The first circus to spread its canvass here was Stickney's, about 1838.

Secret societies were introduced in 1845 by a temperance organization.

The first persons executed on the gallows, who resided here, were James Fife and Charlotte Jones for the murder of Mr. Wilson and sister in Lincoln township now Port View borough. They were arrested and confined in the old Market House jail May 1, 1857. Monroe Stewart, co-murderer, also arrested, died of smallpox in a hospital at Pittsburgh.

The first livery stable was opened by Adam Gould, on Blackberry alley between Third and Fourth streets in 1848.

A great hail storm is recorded in September 1850 when hail-stones as large as hen's eggs covered the ground.



First National Bank Building. (see page 57).

Navigation.

PRIOR to the erection of locks and dams on the Monongahela river in 1841 creating the present slackwater system, the river was navigable only a portion of the year. Neighboring farmers took produce to the Pittsburgh markets in skiffs, rowing them down and back, which meant a trip of about two days. Their hay was sent to market in flat-boats. To get home they hitched horses to the boats by a long rope and drove the animals largely in the river bed. The practice was known as "cordelling." The horse rode down stream but he had to pull the load up stream.

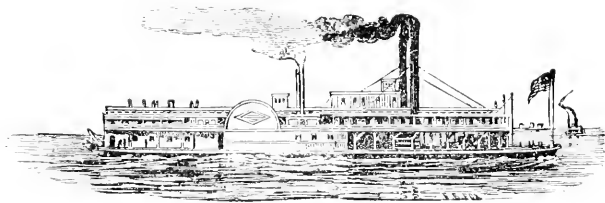
Steamboats began making occasional trips in 1830. The "Ploughman" is the first boat we have any record of. The trips were irregular and most of the passenger travel from here to Pittsburgh was on foot or on horseback. In the summer season people forded the Monongahela at Crooked Run and also a short distance above Stone's coal road. The Youghiogheny ford was about where the foot of Third street now is. With the operation of the locks in 1841 navigation was established and has since been continuous; and until the Pittsburgh and Connellsville railroad (now the Baltimore and Ohio) was opened, the freight and passenger business was confined to the river. Instead of landing the boats they were stopped in midstream and a yawl or skiff was sent to shore with or for passengers. The method of hailing a steamboat was the waving of a hat or handkerchief.

Capt. James R. Hendrickson built and commanded a number

of boats in the trade, the first of which was a single engine boat called the "Aetna" in 1845. The names of some of the others were "Ranger," "Star," "Rambler," etc.

The Youghiogheny was made navigable by locks and dams in 1850 and the steamers "Tom Shriver," "Farmer" and "McKee" ran from Pittsburgh to West Newton until 1857 when the dams broke in consequence of an ice gorge and were never rebuilt.

Keelboating was quite a business before the advent of steamboats. The boats were of peculiar shape, pointed at both ends, with a footwalk along each side. The boatmen used long poles with which to push the boats. With one end of the pole resting on the bottom of the river, the other against their shoulders, these hands walked the length of the boat and thus forced it through the water. Sometimes boats of this character loaded with slaves passed here, enroute from Brownsville to the lower slave markets.



The Coal Business.

FOR a great many years McKeesport depended very largely upon the coal business for a livelihood. The first coal mined that we have any knowledge of, which was loaded in flats for shipment down the river, was by Samuel Dickey, who opened a mine on the Caleb Edmundson farm across the Youghiogheny river. The coal was brought out of the pit in wheelbarrows and transported to the river in an ox cart, certainly a crude and laborious way of going about it, viewed from the standpoint of to-day.

John Harrison, father of W. E. Harrison opened a mine and built the first incline or tramway in 1828. It was nearly opposite the National Tube Works on the Monongahela river. At first no coal was shipped below Pittsburgh, but early in the 'thirties' the trade was extended to Cincinnati and Louisville.

The first boats used were called French Creeks, from the name of a creek up the Allegheny river, on which they were built. They were from seventy to seventy-five feet long, fourteen to sixteen feet wide and were loaded to draw from two to three feet of water. The coal business grew until there were nine mines in operation between the present Risher road and the Jordan Neel road, opposite the National Rolling Mill, and a number up the Youghiogheny valley; and over one hundred coalboat pilots lived in and near the town. The boats were floated to market and the demand for crews to man the boats made nearly every male in town a coalboatman. Each crew numbered from ten to fifteen men and their work was to guide the boats with long oars or sweeps, as they floated down the river on the

crest of a freshet. Floating coal was a great industry until about 1855 when towing the coalboats by steamboats was introduced, and the floating gradually ceased and by 1865 it was a discarded industry. The coalboat pilots received from seventy-five to one hundred and fifty dollars a trip. The hands' pay was from ten to twenty dollars a trip.

One of the peculiarities about coal mining in those days was the manner in which coal was hauled out of the mines. First the miners used a kind of harness with which they hitched themselves to a cart to draw the black diamonds to the mouth of the pit. Dogs were afterwards introduced to do this work and later, horses superseded the dogs. Michael Dravo, who came here in 1840, was the first operator to introduce horses in coal mines for hauling out the coal wagons.

An incident in connection with coalboating is worth recording. In the year 1852, when the town practically depended upon the coal traffic, a great deal of anxiety was manifested among the pilots and hands as to the probability of a coal boat rise. No weather bureau furnished daily bulletins in those days and the lack of information as to weather probabilities was prolific of trouble. The boatmen started a subscription list and raised funds to purchase a barometer. The money was turned over to W. E. Harrison who procured the much wanted instrument and it was the first to arrive in town. The men almost swore by that barometer. Mr. Harrison has the old weather indicator in his possession now and on account of its associations it is quite an important (or at least interesting), relic.



Boat and Skiff Building.

THE building of boats and skiffs was quite a business here beginning with the year 1834 or thereabouts. Captain James Taylor and his brother Gaskill, (known as "Old Buddy"), built skiffs in a shop on the Monongahela river at the foot of Blackberry alley. The skiffs were in great demand as every pair of coalboats floated away had to be provided with a skiff.

Flatboats for coal were built on the Monongahela river bank at Market street before the wharf was erected, a high bluff existing there. Boats were also built on Water street on the Youghiogheny front. They were built bottom side up and after being caulked were turned over and launched into the river. Along this bank were kept great piles of steering oar stems and blades for making what were called "sweeps" for coalboat use. For many years the siding and caulking of coalboats, the making of sweeps and the building of skiffs furnished employment for quite a large number of men. Most of the coal now mined is transported in barges such as are built at the yards of John Shoup & Co., at Riverton.

The first Pittsburgh dry dock, for lifting steamboats out of the water for repairs, was built here by Cook & Fenton in 1836 at their yard on the Monongahela below Blackberry alley. Its dimensions were two hundred and twelve feet long, forty two feet wide and twelve feet deep and it belonged to Thomas Cunningham. Cook & Fenton also built quite a number of steamboat hulls. In later years steamboat building was carried on quite extensively across the Youghiogheny opposite the foot

of Third street by the late Captain Benjamin Coursin, Wm. Coyan and Isaac Hammitt. Many of the finest and fastest steamers on the Western waters were built there. The "Alvin Adams," said to be the fastest steamboat that ever left New Orleans, was launched from this yard. This boatyard was operated from 1849 until about 1865.

About the year of 1850 John Trich built a small steamboat called the "Calm." The whole outfit was completed ready for service at her landing on the Youghiogheny just above Ninth street.



Post Office and Postmasters.

PRIOR to the year 1827, McKeesport had no postal facilities and was compelled to depend upon a crude office at that period in Pittsburgh. On the 27th day of February of the year above named, James Evans was appointed Postmaster and McKeesporters threw out their chests in honor of the new dignity assumed by the town. Mr. Evans' term only lasted one month, and on the 27th of March, Hugh Rowland was appointed and established the office in his store on Market street near the river, transferring it afterwards to the basement of the brick building at Market and Second streets. Theodore Marlin succeeded him July 31st, 1845, when he moved the office down Second street. On April 21st, 1846, his commission was transferred to Perry Baker, who took the office back to Market street. John Wilkinson secured the appointment on December 22nd, 1848, a Christmas Gift as it were, and he moved it up town to the corner of Market street and the Diamond, where he continued the office until March 8th, 1849, when Jacob Dawson succeeded him and the office was taken to his frame building on the Diamond.

The late Hon. Thomas Penney secured the plum April 10th, 1850, and again the office moved—this time to Third and Market. He did not hold it there long because S. C. Huey was made Postmaster, July 28th, 1851, and he took the office further down Market street. John F. Cochran was the next appointee dating from March 22nd, 1852, but unlike his predecessors he did not move the office. On June 15th, 1853, James K. Scott was commissioned and he removed the office down Market street to a

point near the river. The next whirl of the political wheel gave the office to W. E. Harrison, June 23rd, 1855, and to prevent the custom of "flitting" from falling into disuse, he established the office next door to the corner of Market street and the Diamond. Another moving the next year placed the office on Market street below the Diamond, where Mr. Harrison held it until Uncle Sam gave the office to W. P. Momeyer on March 27th, 1857. He did not change the location, neither did William Mains, who succeeded him June 29th, 1857, until he had served part of his term, when he took the office to a room on Market near Fifth street. He moved it a second time to a building on Fifth near Walnut street. James K. Scott took the postal reins March 12, 1861, and attended to the wants of the people in a room nearly opposite, afterward removing it to the corner of Market and Fifth streets. Mr. Scott died and his widow, Mrs. E. H. Scott, was appointed Postmistress, September 22nd, 1864. She took the office down Fifth below Market, where it remained under her care until November 20th, 1877, when she was succeeded by R. S. Baldridge, who moved it back to the old stand at Market and Fifth streets.

On October 29th, 1881, the office was given in charge of S. E. Carothers, and, as nearly all his predecessors had done, he sought a new location for it which was a room in Masonic Hall building. He was succeeded on December 4th, 1885 by J. B. Shale, who moved the office to the present building on Walnut street, where he was succeeded by E. M. Soles, July 9th, 1890.

The first postoffice specially designed for a proper distribution of the mail is still in existence, and is the property of Mrs. E. E. Tasse, daughter of Hugh Rowland. It is an old fashioned bureau, part of one of the drawers of which formed the office paraphernalia. The drawer was divided by Mr. Rowland into two compartments. He kept his dress shirts in one compartment and the mail matter in the other,

Up until the time of the appointment of W. E. Harrison, in 1855, the postoffice had always formed part of a retail store. Mr. Harrison was the first to arrange a set of letter boxes and to conduct the office as a separate business. The salary at that time had arisen to about five hundred dollars per annum and was paid entirely in commissions. Mr. Harrison's bold stroke was considered quite a metropolitan stride. Mr. Harrison and B. B. Coursin are entitled to the honor of introducing lock-boxes in the local post-office. In 1868, they secured the consent of Postmistress Scott and furnished the office with one dozen lock-boxes for public use.

Letter carriers were not allowed the McKeesport office until after J. B. Shale became Postmaster. They went into service April 2, 1888, and the force consisted of four men. To-day it numbers ten regulars and one "sub," and it makes five deliveries and collections daily. The receipts of the office last year were nearly \$25,000 and the postmaster's salary is \$2,600.

Contrasted with the pioneer postal facilities, the present office is an illustration of the progress of the town and city. When the office was established, but one mail was received and sent out weekly. It was carried on horseback in saddle-bags by a boy, who came across the hills from Pittsburgh to the ferry. Often when the river was high or full of floating ice, the stream could not be crossed and the inhabitants had to wait until the elements were more propitious. When the packet line was established on the Monongahela river, the boats carried the mails and they were more frequent. In 1860, the mail transportation was given to the Pittsburgh and Connellsville railroad and since that time the railways have handled it. To-day there are fifty-eight daily mails in and out of the city, twenty-nine each way, and in addition to the letter carriers, five clerks are required in the office.

Demmler Postoffice was established for the accommodation of the United States Iron and Tin Plate Company when its works were built, because it was outside of the borough limits, Demmler

is now a part of the Eighth Ward of the city, but the office has never been abolished. McKeesport is unique in being the only city in the United States having within its limits two separate and distinct postoffices, and two postmasters. The Demmler office is in charge of Oscar Havekotte.





The People's Bank. (see page 58.)

McKeesport's Smaller Industries.

THE first industry we have any knowledge of was a tanyard established by Samuel Culbertson, in 1802, on the rear of the lot on Shaw avenue now owned by James S. Kuhn. A residence belonging to it stood on what is now the corner of Huey and Olive streets.

About 1820, or very soon thereafter, James Evans manufactured wool hats and operated a small distillery.

Hugh Rowland erected and operated a carding and fulling mill in 1826. It was situated below Second street between Market street and Strawberry alley. The power to operate the mill was a tramp-wheel rotated by two old horses. It was the custom for women from the country districts to ride into town, with a sheet or blanket wrapped around a crop of wool, attached to the horn of their saddles. They had it carded at Rowland's mill to make it ready for the spinning wheel, which was in those days an indispensable implement in every well regulated home. Mr. Rowland sold out in 1838 to Robert McMillen, who substituted steam as the motive power to take the place of the old horses. He added to the industry the weaving of cloth, such as boys' trousers were made of in those days. He made another addition in the shape of a turning lathe and quite a business was done in turning chair stuff, etc.

In 1829 John Behan erected a grist and saw mill on the Northeast corner of Second street and Blackberry alley. In 1832 John Gray and Isaac Snodgrass built a saw mill near the Monongahela river, west of Walnut street, and Joseph Wampler

was the first sawyer employed. The logs used in the mill were all hauled in from the country on big "timber wheels." It was several years before logs were transported here by river. A saw mill was erected by Ward & Wilson on the Youghiogheny river front in 1845. John Bridenthal built a mill near the same place about 1855. Edward Fisher established a mill near the mouth of Crooked Run in 1866. It is now the property of John Shoup & Co., and employs a large force of men in connection with the business of barge building.

A saw mill built by Kinzenbaugh & Co. in 1868 on the Monongahela, below Martin street, was sold to Taylor and Shoup in 1888. It was burned in 1889. The firm erected a new mill near the site of the old one but it shared the same fate on August 8th, 1893.

A grist mill, erected by Coon Ludwick, in 1856, stood at the foot of Mulberry alley. It burned down in 1869. Drew & Davis built a grist mill in 1883 near the Baltimore & Ohio R. R. depot, which was sold to James Evans and known by the title "City Milling Company." It burned down December 9th, 1887. A grist mill was erected by Noah Hamilton about 1872 at the corner of Second street and Blackberry alley, but soon after it shared the fate of the others at the hands of the fire fiend.

The first planing mill here and known as the Original McKeesport Planing Mill, was erected by Neel and Wampler on the corner of Third and Walnut streets in 1867-8. On October 11th, 1891, the mill burned down. In 1892 the firm purchased the Youghiogheny Mills from Daniel Stratton, which it operates to-day with a force of fifty men and four teams, and it has not missed a pay day in twenty-five years.

Rankin & Kline built a planing mill nearly opposite the Baltimore & Ohio depot on Jerome street, but a fire wiped it out in 1874.

Rankin, Wampler & Gemmill established a planing mill on the Monongahela at the foot of Martin street in 1872. It

changed owners several times and in April, 1889, was purchased by the Diamond Lumber Company, which has operated it ever since, furnishing employment to a large force of men.

J. B. Shale erected a planing mill in 1885, close to the Baltimore & Ohio R. R., near Twelfth street, which he sold to Patterson & Morgan, and they in turn to Daniel Stratton. He sold the mill to Neel & Wampler.

Daniel Stratton erected a new planing mill near the Baltimore & Ohio R. R. and Tenth street in 1892, which is still in operation.

After establishing the first tannery here in 1802, Samuel Culbertson operated it until about 1826 when he sold it to Robert Shaw, who continued its operation for many years.

Samuel C. Huey built a tannery near the corner of what is now Fifth avenue and Huey street, about 1836, and he successfully operated it for several years. He leased the establishment to W. B. Junker & Co. in 1850. This firm abandoned it, purchasing what was known as the old foundry property on Brick alley, in 1856. The firm continued in business for quite a long time but finally closed it up and the tanning industry here became a lost art.

Brickmaking was somewhat of an industry in the early days of McKeesport. The brick for the Rowland mansion were made at a yard between Walnut street and the "old graveyard." The brick for the Soles' house on Second street were made in 1839, on the lot now occupied by the First Baptist Church. East of Market and between Eighth and Ninth streets was another brickyard, owned by John Baker. Another yard was established on Brick alley. From this beginning the business increased until at the present time it is quite an important industry.

The building of windmills was an early industry here. About 1832 John Stillwell carried on the business in a shop, corner of Third street and Blackberry alley. He had a peculiar wagon built for the purpose and with it he peddled the "wind catchers"

through the country. In 1850 the business was carried on more extensively by George Goewey, whose shop was in the old grist mill on Second street. The industry is now extinct.

Noble D. Lovely established a band box factory about 1846, at the foot of Strawberry alley. He employed considerable help and drove quite an extensive trade, shipping boxes in quantities East and West. In connection with his band box factory he opened a tenpin alley, which was successful for a time, but it was short-lived. He abandoned the box making business about 1860.

About 1847 John Trich erected a brick building near Tenth street on the Youghiogheny river in which he established McKeesport's first foundry. It was operated in 1850, by Wilkinson, Gray & Co. The place was remodeled in 1856 and became a tannery.

Shankland & Stevenson established the Enterprise Foundry on the corner of Fifth & Walnut streets, where White's Opera House now stands, in 1849. Some years later additions were made to the plant, and the construction of coal wagons, freight cars and small locomotives was added. A few passenger cars were also built there. The concern employed about seventy-five hands and ranked as a big industry. On the morning of October 3rd, 1877, the whole establishment burned down.

In 1878, a foundry was built at the corner of Walnut street and Shaw avenue by R. J. May & Co. It continued in operation until 1891, when it was moved to the corner of Walnut and Twelfth streets. The foundry at the corner of Fourth and Martin streets, was erected by Penney & Millholland in 1885, who were succeeded by John T. Penney & Company, and they in turn were followed by the present owners, the McKeesport Machine Company, which is a successful firm. It operates under a capital of \$25,000.

McKeesport tried to dabble in the oil business once. A refinery

was located on Crooked Run, a short distance above the first bridge in 1867, but it proved a failure and was abandoned in about a year.

Another unfortunate project was a soap factory, near the present site of the National Rolling Mill. It was built in 1869, but proved a failure.

McKeesport's only glass works was built in 1868, North of the Baltimore & Ohio R. R. and West of Martin street, by a co-operative company of practical workmen. It continued in business with varying success for several years, but failure followed its efforts, the sheriff sold the plant and it stood idle for some time. In 1872, Chambers & Co. purchased the works, operating it for several years, but with the advent of the year 1884, glassmaking here was entirely abandoned.

The Russell Manufacturing Company was organized in 1886, with W. E. Harrison, president; James S. Kubn, secretary and treasurer, and George Russell, general manager. It did quite a large business manufacturing brass goods, plates for tintypes, etc. The concern ceased operation in 1891, and the works remained idle for some time. The plant is now occupied by the Pittsburgh Heating and Supply Company.

The McKeesport Gas Company was organized August 11th, 1870. The warehouse of Fulton, Bollman & Co. was purchased and converted into a gas works. It was near the Baltimore and Ohio R. R. between Sinclair and Sheridan streets. It made the first illuminating gas in December, 1870. Street lamps were lighted on the night of December 12th and the populace went wild over the innovation. Gas was sold at \$2.50 per thousand feet. There were but twenty street lamps required and the agreement with the Borough was that the lamps should not burn after midnight. The present works were erected in May, 1873. The plant was partially destroyed by fire on June 10th, 1893, but it was immediately rebuilt. The company now uses the Miller "zigzag" process

of making gas and the works has a capacity of 300,000 cubic feet of gas per day. The capital stock is \$50,000. The officers are W. Dewees Wood, president; W. F. Knox, vice president; J. F. Davitt, secretary and treasurer. Directors are W. E. Harrison, S. S. Crump, R. L. Riggs and R. G. Wood.

The McKeesport Light Company's works was erected in 1885 by Reiber Brothers. The contract for lighting the streets of the Borough was made on August 23rd, 1889. The Company was reorganized about that time, afterwards going into the hands of a receiver. This brought about a second reorganization which holds together to-day. The number of arc lamps first put in service to light the streets, was thirty. At present there are one hundred and forty-seven lamps burning and the number is steadily increasing. The Company also supplies an incandescent system which numbers twenty-seven hundred lamps, and it furnishes motive power for an electric street railway. The capital of the Company is \$150,000, and the officers are Horace Crosby, president; Homer C. Stewart, secretary. The works was partially destroyed by fire in March, 1893, but was immediately rebuilt.

Natural gas, the most wonderful fuel known to man, was introduced in 1885. It was used in all the manufacturing establishments and in nearly all the business houses and dwellings. The community for a time lived, moved and had its being in natural gas.

The Union Gas Company organized in 1885, with W. S. Bissell as president and E. F. Woods, secretary. It supplies gas for domestic use and has the town thoroughly piped in every direction. Gas came in unlimited quantities until 1891, when the supply failed perceptibly and many people reluctantly returned to the use of coal. Connections have been made with new wells from time to time and the Company still has a fair supply which finds a ready market. The manufactories secured their supply

of gas from the Versailles Gas Company, the National Transportation Company and the Philadelphia Company. It was and is piped from fields outside of the city. A number of wells were put down in and around the city, notably on Ninth street, in 1892, where a temporary flow was secured; but the local supply never cut much of a figure. The Grapeville district was perhaps the greatest source of supply.

The McKeesport & Youghiogeny Ice Company was organized May 13th, 1886, with a capital of \$15,000. It erected a plant to make artificial ice, with a capacity of eighty tons per day. At present the capital is \$100,000., the plant has been doubled and the capacity is not equal to the demand. E. C. Converse is president; R. G. Wood, vice president and J. F. Davitt, secretary and treasurer.

Rhodes' or Reed's brewery was a three-story stone building on the present line of Jenny Lind street near Tenth street. No data is available indicating the year it was built, but, in 1830, the structure had partly fallen down.

Watson Mains operated a small distillery at the East end of the present Fifth avenue, from 1857 to 1867-69.

Fry's distillery was erected near Riverton in 1860, but it continued in operation but a short time.

Thomas Moore erected a distillery on the Youghiogeny river at the foot of Thirteenth street, in 1878, and has since enlarged it considerably. He operates it with a capital of \$60,000. and employs twenty hands in all.

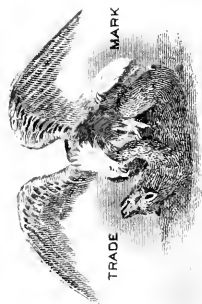
An "old time" industry was a shovel factory, established in 1852, by "Uncle Ned" Dewees, but it was abandoned in about two years.

W. Dewees Wood was interested in a patent sheet iron oil barrel, and, in 1861, a factory was established here. The following year it was sold to a Pittsburgh firm which intended to erect a big factory there, but square tin cans and the subsequent tank cars and ships did away with the business entirely.

This substantially completes a history of what might be termed the "smaller industries," from the early days of the little village down to the city of to-day. It is true that there are quite a number of other establishments not named, each of which furnishes work and wages to workingmen and whose business goes to swell the sum total of the extensive trade of the present city of McKeesport.

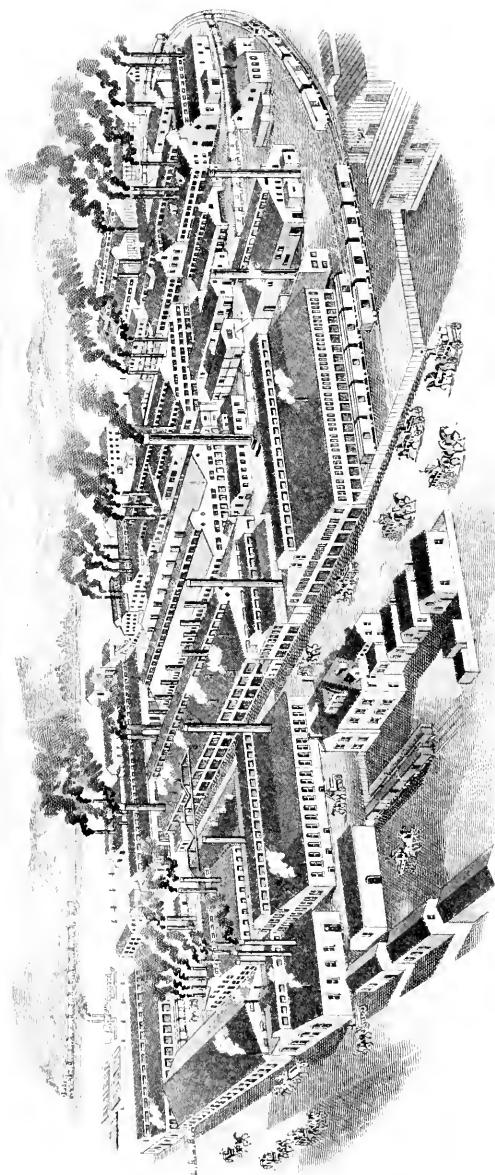
A glance at the leading industries is reserved for the next chapter.





McClellan & Co.

San Francisco.



Western Bank Note Company Chicago 4

McClellan & Co.

McClellan & Co.

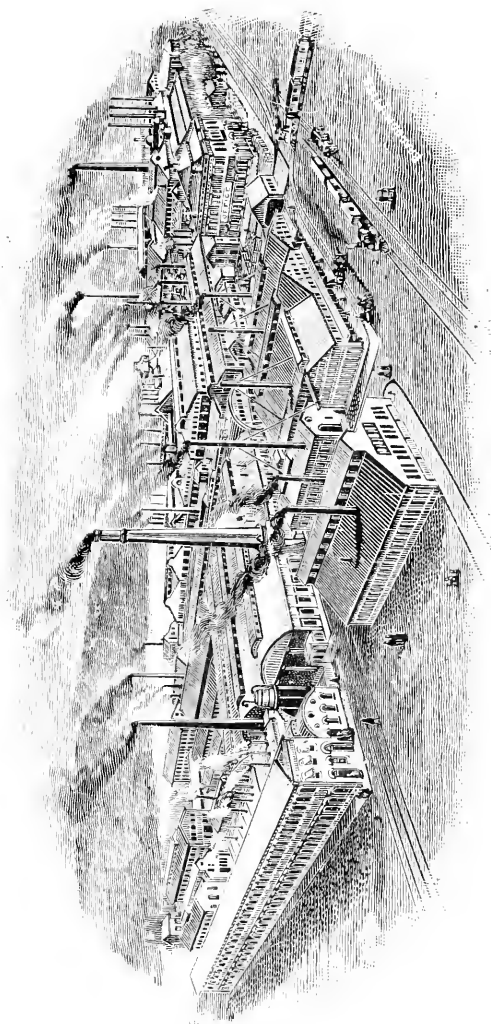
McKeesport's Great Industries.

THE first manufacturing industry of any great importance to seek out the unique advantages of McKeesport was the iron works known as Wood's mill, which was erected on the Northeast corner of Walnut and Water streets, in 1851. It was built by W. Dewees Wood. He was succeeded in 1855, by Wood, Moorhead & Co. who were succeeded by Wood & Lukens in 1861. Ten years afterwards, in 1871, the present owners secured possession of the plant, becoming an incorporated company in 1888, under the style of W. Dewees Wood Company. Its capital is \$1,500,000, and the company's officers are: W. Dewees Wood, president; Richard G. Wood, vice president; Alan W. Wood, secretary and treasurer; Thomas D. Wood, superintendent. When first started, the mill was a small affair, covering about one acre of ground and employing thirty-five men. Its output was limited accordingly but its projector had within him what is termed in trade "the right stuff," and the plant grew from that small beginning to its present proportions. The plant now covers nine acres of land and furnishes employment to an average of one thousand men in its various departments. The product is sheet iron, a specialty being patent planished iron, which takes the place of Russia sheet iron for fine work. The output is twenty thousand tons of finished product per year. The Company made it an invariable rule from the first to pay its employes each Saturday, regardless of dissimilar pay-days in other mills. The pay-roll now averages \$10,000. per week.

In 1862, Fulton, Bollman & Company erected a "rope walk" fronting Walnut street and running down Fourth to Huey street, the building, proper, being something like fifteen hundred feet long. The firm employed over three hundred hands, the product being ropes and twines—from the smallest cord to the heaviest and strongest cables. The venture was successful, but a fire destroyed the buildings on October 21st, 1868. The firm at once began the erection of new buildings, but after partially completing them, suddenly changed its plans, bought a plant at Elizabeth, N. J. and removed the business to that city.

The National Tube Works Company located here in 1872, purchasing for the original plant the old rope walk property of Fulton, Bollman & Company. The mill was completed and put in operation promptly, but the main portion of it was destroyed by fire on April 9th, 1873. This was rebuilt and in operation again by September 1st, of the same year. The "butt-weld" addition was added in 1874, and it was destroyed by fire in June, 1876.

The growth of this concern has been the wonder of Western Pennsylvania. It is to-day classed as the largest industrial establishment in the country and it is the largest tube works in the world. When running to its full capacity it employs nearly ten thousand hands and its product is shipped to all parts of the civilized world. The capital of the Company is \$11,500,000, and it maintains branch offices in the principal cities throughout the country. The enormous proportions of this industry, its remarkable facilities for turning out tonnage, places it in a position to command an extensive trade, and the vast number of men necessary to operate the works, makes it largely the mainspring of the city's prosperity. It is an establishment that any city in the world would be proud to possess. The National pipe mill was erected in 1872; the National rolling mill, in 1879; National steel plant, in 1892-'93; Monongahela furnaces, in 1892; Boston



The National Tube Works.

Iron & Steel Works, in 1892-93. The Company also owns the Republic Iron Works in Pittsburgh. The tonnage is divided as follows: pipe mills, 225,000; steel works, 145,000; Boston mill, 175,000; furnaces, 160,000; the total tonnage including the Republic iron works being 750,000 tons per annum, or 2,500 tons, daily. The plant covers an acreage of sixty-six acres, about fifty acres of which are under roof.

Eighteen miles of railway are necessary to distribute material about the works and to remove the output for shipment. The Company owns ten locomotives, which are necessary to move cars in the yards. The number of engines to drive the machinery in the Tube Works proper is forty-two, and about fifty stationary engines are required in the various other mills. In the Tube Works are twenty-four steam pumps and twenty-two steam boilers.

The annual output of this immense plant amounts to something between \$15,000,000 and \$20,000,000; and in good times, the mills running full, the average weekly payment of wages amounts to \$130,000, or for one year (52 weeks) to the enormous sum of \$6,760,000, nearly all of which is expended in this city.

The first officers of the National Tube Works Company were J. C. Converse, president; W. S. Eaton, treasurer; J. H. Flagler, general manager; P. W. French, secretary.

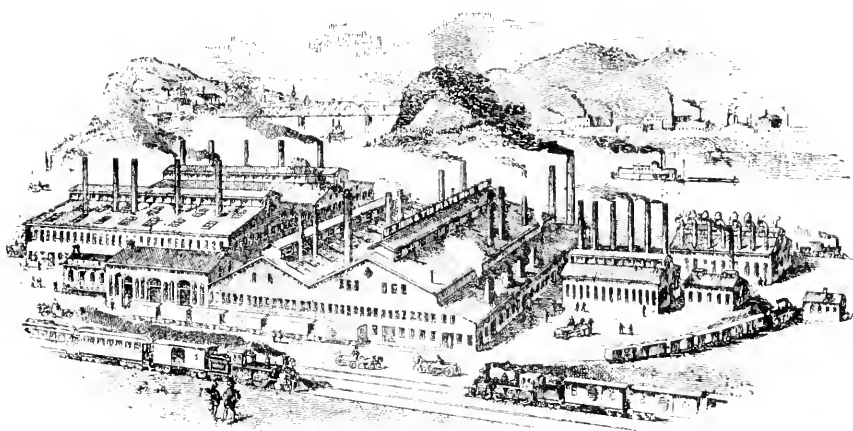
The present officers of the Company are: D. W. Hitchcock, president; E. C. Converse, vice president and general manager; A. F. Luke, secretary and treasurer; Horace Crosby and J. H. Pierce, assistant managers.

McKeesport prides itself for having within its boundaries the pioneer tinplate works in the United States.

In 1873-74, a little rolling mill was built for the purpose of manufacturing Tin and Terne Plates, on what was then known as the Mehaffy farm. About the same time the boundaries of McKeesport, which was then a borough of about three thousand

inhabitants, were extended, and the new northern boundaries were made nearly identical with the Northern border of the grounds of these works, that portion of the borough being known as the lower Third Ward, or Demmler Station.

The distance from the center of the city to these works was considered quite a long one, and on this account the managers of the works succeeded in their effort to have a special Post Office established for their works, and in this way it came about that McKeesport enjoys to the present date the exclusive privilege of having two distinct Post Offices within its boundaries.



The United States Iron & Tin Plate Works.

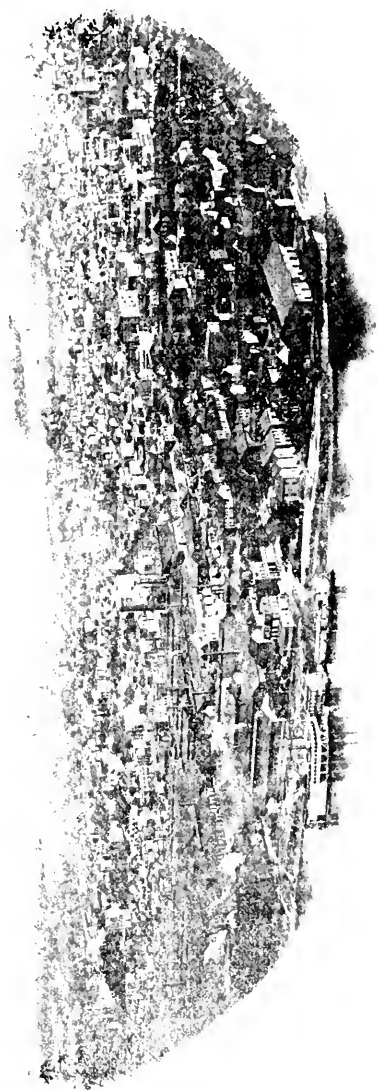
The Post Office was named "Demmler," after J. H. Demmler, then president of the Company. The United States Iron & Tin Plate Company was chartered in March, 1873. In the month of April, following, W. C. Cronmeyer, the present president and general manager of the works, was appointed book-keeper.

In the beginning the Company had very rough sailing, for before the works were completed the panic of 1873 broke out, and a large number of subscribers to the capital stock could not meet their payments; other adversities interfered with the pro-

gress, and in consequence the works was not put in operation until August, 1874. At the annual election in January, 1875, W. C. Cronemeyer was chosen secretary. Through the untiring personal efforts and the financial aid of President Demmler, the business of the Company was soon prospering, and quantities of Bright and Terne (roofing tin) Plate were turned out, to the excellent quality of which, several roofs, yet intact in this city, bear testimony. Yet another serious trouble confronted the enterprising managers, and this was foreign competition and inadequate protection against the comparatively lower cost of production in England and Wales. At first, prices were quite remunerative, but as soon as the foreign manufacturers learned that the manufacture of tin plate was feasible and promised to be successful in this country, they began to lower their prices on such special grades as would come in direct competition with the home product, and by their schemes they forced, for the time being, a stoppage of the manufacture of Tin and Terne Plates in this country.

With considerably more expense, the works were reconstructed for the manufacture of fine sheet iron and sheet steel. In 1882, J. H. Demmler, being then over seventy years old, and desiring to retire from active business, arranged a reorganization of the Company into a limited partnership under the name of "The United States Iron & Tin Plate Company, Limited." The officers chosen by this partnership were: W. C. Cronemeyer, chairman; A. J. Demmler, superintendent; William A. Demmler, secretary; and F. E. Schenck, treasurer.

In February, 1883, the works was destroyed by fire, but fortunately a part of the iron structure of the main building of the Centennial Exposition lay "For Sale" in Pittsburgh, and this with slight alterations, fitted exactly in place of the one burned down. Within three months from the day of the fire the works was again in full operation, and ever since, the Company has



Another View of McKeesport Showing part of the Manufacturing District.

done a prosperous and steadily increasing business. During all this time the managers of the Company did not spare any efforts to convince Congress that the manufacture of Tin Plates was entitled to protection as much as any other branch of the iron and steel industry.

In 1890, the manufacture of Tin and Terne Plate was resumed, but as the Company had now built up a desirable trade in fine sheet iron and sheet steel which it did not want to give up, a large addition, expressly for the manufacture of Tin Plates, was made to the works. At about the same time, the Company was again incorporated under a charter from the State of Pennsylvania. Since the passage of the McKinley Bill the business has increased steadily, the number of employés has grown from about one hundred and twenty at the start to about five hundred at the present time.

The present officers of the Company are: W. C. Cronmeyer, president; Edward Ely, first vice president; A. J. Demmler, second vice president; F. E. Schenck, treasurer; W. A. Demmler, Auditor; Charles V. McLean, secretary.

The Sterling Steel Company was originally Jones, Ingold & Company, or the Fort Pitt Steel Works. The manufactory was erected in 1874, and it was first operated on a capital of \$30,000. The Sterling Steel Company has a large capital and enjoys a steady trade, the bulk of its product being consumed by the United States government. Connected with these works but organized independent of it, is the Sterling-Wheeler Projectile Works, which makes projectiles for the heaviest ordnance. Its output is taken by the United States government. The two establishments furnish employment to several hundred men.





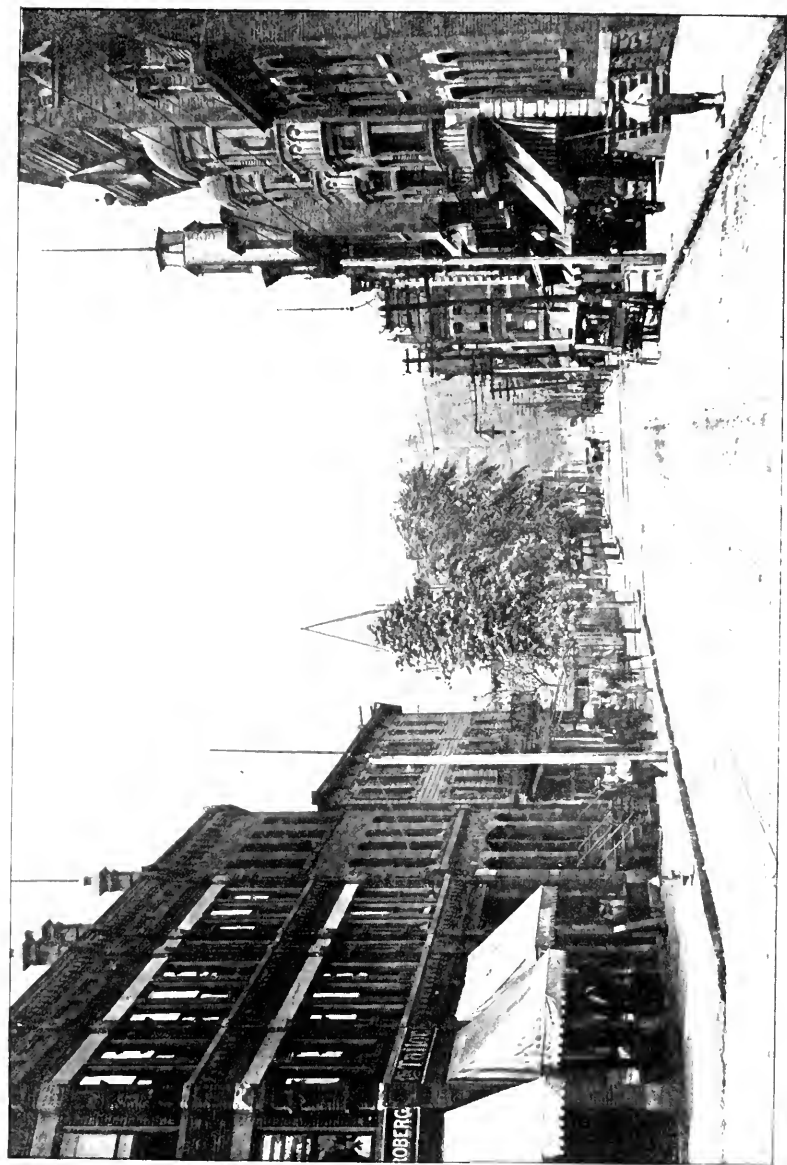
McKeesport's Newspapers.

AS early as 1854 it was thought that McKeesport could support a newspaper, and John Y. Collins tempted fame and fortune with the *McKeesport Standard*, the first number of which appeared on December 16th of that year. He broke the journalistic ice by establishing his plant in a small, one-story frame building on the corner of Walnut street and Church alley. The public did not seem to be waiting with bated breath when this maiden effort made its appearance, and, for the lack of patronage the paper, after passing through the hands of several persons who thought a newspaper was a gold mine, died "a natural death for the want of breath" in 1861. It was an unequal struggle for seven long, weary years.

John W. Pritchard, a Pittsburgh printer, came here some years afterward and believing that conditions were favorable, he issued, on June 18th, 1870, the first number of the *Paragon*. It was a weekly paper and started off well, but circumstances soon afterward compelled its suspension. On July 29th, 1871, it again appeared, continuing for a time with indifferent success. It was subsequently changed to a morning daily. The owner considered the paper ahead of the town and on that account soon sold out. The property passed through several hands and finally in September, 1884, it was placed under the management of John B. Scott, who had in the meantime established the daily and weekly *Record*. He published the *Paragon* as a morning daily and the weekly was called the *Paragon-Record*. The John B. Scott Publishing Company continued until June 8th, 1887,

when the Hamilton Bros. leased the outfit. They put out the *Morning Sun* until November 7th, 1887. T. F. Galvin then took hold and he continued until March 6th, 1888, at which time the office was sold to E. C. Hough, who abandoned the daily but continued the weekly until April 1st, 1889, when he concluded to remove from McKeesport and the plant was taken to Homestead.

The McKeesport Times, Republican, weekly, was established by B. B. Coursin. Its first issue bore the date, August 5th, 1871. The weekly was a success from the start, the vigorous policy of its projector making it much talked about. Sometime after he sold the paper to S. E. and J. V. Carothers, under whose direction the daily edition was established in 1876. The death of J. V. Carothers caused a change in the firm and in 1882 the paper was purchased by W. A. Dunshee. After some time Mr. Dunshee sold the paper to J. C. Tarkington. In March, 1886, the office and contents, including files, books, etc., were consumed by fire, but the paper was on the street the same day as usual. In July, 1887, the paper was purchased by Walter S. Abbott, the present owner. *The Times* is the oldest paper in the city, having continued without interruption for nearly a quarter of a century. It occupies its own building on Walnut street. The equipment to-day is second to none in the state outside of Philadelphia and Pittsburgh, including as it does a magnificent perfecting press, capable of printing four, six, seven or eight page papers. Its news service, local and general, and its telegraphic and special service place it on an equality with the best papers in the state. Among notable newspaper men who have occupied the editor's chair in *The Times'* office, may be mentioned the late Bartley Campbell, who afterwards achieved fame and fortune as a great playwright; the late Neil Shaw, who became one of the owners of the Pittsburgh *Dispatch*, and ranked as one of the best newspaper men in the state; and Harry H. Byram,



A View on Walnut Street.

who took hold of the Pittsburgh *Chronicle-Telegraph* and, putting it into good financial shape, placed it on the highway to success.

The *McKeesport Record*, a weekly paper, was established by John B. Scott, the first issue appearing April 30th, 1880. On April 10th, 1882, the first issue of a daily edition was put on the street and was called *The Evening Record*. Both daily and weekly continued until September 1st, 1884, when the weekly was changed to the *Paragon-Record*, under the management of the John B. Scott Printing Company. On May 23rd of that year the evening edition of the *Record* was changed to the *Morning Paragon-Record*. On June 8th, 1887, it passed into other hands and finally ceased April 1st, 1889.

The *Tribune and Herald* was published by L. M. Armbrust about 1885-87 but it couldn't stem the tide and was removed to Greensburg.

The *Daily News* was established by Dravo Bros. & Clark July 1st, 1884. After a short time Mr. Clark retired from the firm and the paper was continued by Dravo Bros. On October 1st, 1886, the plant was leased to James L. Devenney, who was known as the youngest editor in the state. He afterwards purchased it outright and associated with him his brother, John Devenney, and they formed the "News Publishing Company." On March 30th, 1891, a controlling interest was sold to J. B. Shale, who is to-day the active manager. A. L. Lawson is secretary. The capital of the company is thirty-five thousand dollars and in its fine building on Walnut street it has a complete equipment, including telegraph service. A fine perfecting press puts out the paper in good form. It prints either four or eight pages. *The News* is a successful newspaper, independent in politics, and enjoys a good business.

The *Sunday Herald* first made its appearance in August 1882. It changed hands frequently and was finally taken hold of by the "Herald Publishing Company" in September 1891. This cor-

poration established the *Morning Herald* September 14th, 1891. The capital of the company is \$10,000. The president is Jacob P. Nill. It is a six column, four page paper and fulfills its mission.

A number of other newspapers were established here at different times but they were small affairs and soon died. The town has a newspaper graveyard of considerable proportions.



Banks and Banking.

THE banking interests of McKeesport dates back to the organization of the Monongahela Valley Bank in 1858, chartered with a capital of two hundred thousand dollars. Alex. Millar was president and Joseph Langley, cashier. The bank occupied the Southwest corner of Fifth and Market streets. Through unfortunate management and adverse circumstances the bank failed in 1860. The town was without a bank until January 1st, 1866, when F. H. Coursin & Co. opened a banking house in the Hiawatha building. S. D. Herron was cashier. The bank continued there until April, 1869, when the building burned down. The bank located temporarily in a small frame building on the Northeast corner of Market street and the Diamond but in July, 1870, removed to Masonic Hall building. Mr. Coursin sold the bank to the Commercial Banking Company, of Pittsburgh, in May, 1871, and it sold out to the Commercial Banking Company, of McKeesport, which was organized in March, 1872. This organization was merged in the First National Bank.

The First National Bank was organized March 1st, 1875, with a capital of sixty-seven thousand dollars. Wm. Whigham was president; W. D. Wood, vice president; Thomas Penney, cashier and James S. Kuhn, assistant cashier. The first board of directors were Wm. Whigham, W. D. Wood, Benjamin Coursin, H. B. Sinclair, James Lynn, James F. Ryan, W. E. Harrison, James F. McMullen, H. B. Cochran and John F. Neel. Messrs. Neel and Harrison are still members of the

board. The banking room was in the Masonic building on Fifth avenue, where it remained until 1881, when the bank moved to its own building at Fifth and Walnut streets. The capital was increased to one hundred thousand dollars and about two years ago, was further increased to two hundred and fifty thousand dollars. The deposits when the bank was chartered were one hundred and seventy thousand dollars, but they now average over one million and the bank carries a surplus of one hundred thousand dollars. The present officers are James S. Kuhn, president; W. E. Harrison, vice president; Homer C. Stewart, cashier. Directors are Messrs Kuhn and Harrison, James Wilson, John F. Neel, E. C. Converse, W. P. Wampler, T. L. White, J. V. Pierce, R. G. Wood, W. S. Kuhn, J. W. Bailie and Chas. W. Bailey.

The People's Bank was organized in February, 1873, as an individual liability bank. It began business on the Southwest corner of Fifth and Market streets. James Converse was president, C. R. Stuckslager, vice president, and Louis Reiber, cashier. Its capital was one hundred thousand dollars. It erected its own building on the Southeast corner of Fifth and Market streets in 1878, where it still continues business. It was reorganized in 1881 under a state charter, with a capital of one hundred thousand dollars. It has always done a safe, successful business and the stock is hard to buy. Its present deposits are about one hundred and seventy-six thousand dollars and it carries a surplus of ninety-eight thousand dollars. Present officers are C. R. Stuckslager, president; J. G. Leezer, vice president and E. W. Pitts, cashier. The directors are: J. G. Leezer, John W. Painter, J. C. Smith, E. P. Douglass, Thomas Reynolds, W. W. Hunter, Florence Dittmer, C. R. Stuckslager, D. G. Donovan, George M. Leppig, F. H. Busch, W. B. Peters and Gilbert F. Myer.

The National Bank of McKeesport was organized as the Bank

of McKeesport in May, 1887, with a capital of one hundred and fifty thousand dollars. It began business in the White building on Fifth avenue. James Evans was president, T. L. White, vice president and E. G. Rankin, cashier. It was prosperous and in 1889 it erected its present fine building at Fifth and Sinclair streets at a cost of ninety thousand dollars. In September, 1891, it was declared a National bank. Its present capital is one hundred and fifty thousand dollars, deposits about three hundred and sixty thousand dollars and it carries a surplus of ninety thousand dollars. The present officers are James Evans, president; Horace Crosby, vice president; David H. Rhodes, cashier. Directors are A. B. Campbell, J. W. Crawford, E. F. Woods, S. O. Lowry, W. C. Soles, R. L. Riggs, Knox C. Hill, H. W. Hitzrot, W. C. Cronmeyer and E. J. Taylor.

The Citizens' National Bank was organized in 1893 with Samuel W. Shaw, president; Geo. B. Warren, vice president and Bernard Volk, Jr., cashier. It began business in the Shaw building on Fifth avenue. Its capital is one hundred thousand dollars and its deposits, at the time of the last statement, were forty-five thousand seven hundred; surplus, three thousand. The present officers are as above named and the following directors: S. G. Pollock, J. P. Nill, D. Pierce, A. Y. Shaw, E. E. Dearborn, James Nicholls, Matthew Henderson, P. J. Sellers, J. N. Hartman and M. L. Kelley. The bank has done well during its first year of existence, in the face of a business depression which spread all over the country.



Telegraph and Telephone Service.

THE Western Union Telegraph Company opened its first office here in 1865. The Baltimore & Ohio R. R. (formerly the Pittsburgh & Connellsville) erected a telegraph line soon after the road was opened.

The Bell Telephone was introduced here for public use in the spring of 1883. The first 'phone used here was some months prior to that time, it being on a private line of the W. Dewees Wood Company between this city and Pittsburgh.

The Shaver Telephone system was put in operation in 1893 by the McKeesport Telephone Company.

The Long Distance Telephone Company extended its lines to this city in 1894, established a Pay Station and put the city in connection with its entire service throughout the country.



Building and Loan Associations.

MCKEESPORT to-day is a city of homes, made so, largely through the instrumentality of building and loan associations.

The first association was called the Mutual, and was organized in 1870, with W. E. Harrison as president and D. C. Huffman, secretary, who were continued in office during its entire existence. It had a capital stock of five hundred shares, of the par value of two hundred dollars, on the terminating plan. The association was so successful that it would have closed its business in eight years and three months, had not the treasurer defaulted to the amount of over thirteen thousand dollars. To make up this deficiency it was necessary to continue business for six months longer to close out. It was finally closed in 1880, payments being made for a period of eight years and nine months. James Evans was the first solicitor, who was succeeded by John E. Speer.

The Enterprise Building and Loan Association was organized in 1873 with Joseph Ecoff, president, and James S. Kuhn, secretary. It retained these officers and was successfully closed in 1881.

The Union Savings Fund and Loan Association was chartered in 1881. H. W. Hitzrot was president and E. E. Dearborn, secretary. It operates on the serial plan. The original officers are still in charge and the association has been very successful. The Union Savings Fund and Loan Association No. 2 was organized with the same officers, in March 1886. It was suc-

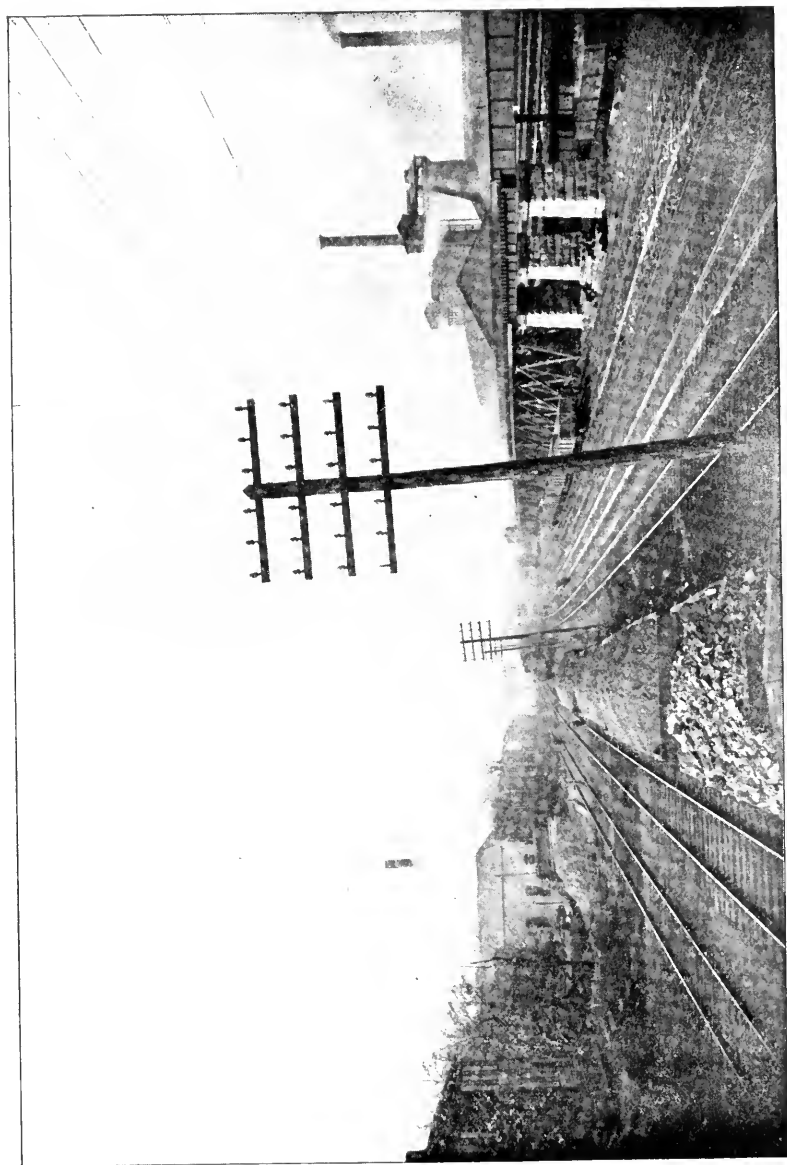
cessful and is still in operation. A third organization was deemed necessary to meet the demand, and in February, 1887, the Home Security Building and Loan Association was organized. Again the same officers were chosen and it is in successful operation to-day.

The officers and directors of the above three associations are also at the head of the Fifth Avenue Savings and Loan Association, recently organized and chartered. The scope of the latter association is much broader than the others, and being perpetual, is expected to develop a strong and safe institution, in some respects superior to all the others.

The McKeesport Building and Loan Association was organized in June, 1887, with J. B. Shale, president, and E. W. Pitts, secretary. These officers are still in control and the association is successful. It has what is known as a perpetual charter and its capital is one million dollars.

The New Enterprise Building and Loan Association was organized in October 1887 with Joseph Ecoff president and Geo. D. Bossart secretary. Its capital is one million dollars and its charter is perpetual. The present officers are W. E. Harrison, president and E. H. Leizure, secretary.





The Three Great Trunk Lines Entering McKeesport.
Baltimore & Ohio, Pittsburgh & Lake Erie and Pennsylvania Railroads.

McKeesport's Railroads.

MCKEESPORT'S pioneer railroad was the Pittsburgh & Connellsville, which built its track through town in 1857, and passenger cars were put in service, connecting with the Pennsylvania R. R. at Brinton, soon afterwards. Travel between here and Pittsburgh was continued in that manner until 1861, when the Pittsburgh & Connellsville line was completed to Pittsburgh. To encourage the building of this railway the Borough of McKeesport subscribed for one hundred thousand dollars' worth of the company's bonds in 1854. Afterwards, the borough Council repudiated the subscription and the bonds were sold. Nobody heard anything about them for years but they finally floated to the surface and the holders secured judgments against the borough for upwards of one hundred thousand dollars; and the town was compelled to issue thirty-year bonds to pay them off. The city in turn assumed the bonds and the old part of the city pays taxes to this day on the bonds. The debt could have been wiped out, at one time, for \$15,000. The Baltimore & Ohio R. R. absorbed the Pittsburgh & Connellsville line some years ago, and to-day, McKeesport is on its trunk line from New York to Chicago. Thirty-six passenger trains stop at its depot daily, and its freight business is enormous.

The Pittsburgh, Virginia & Charleston, known as the Monongahela Division of the Pennsylvania R. R., was put in operation in 1873. To-day that road furnishes McKeesport with the freight service of the entire system controlled by the Pennsylvania R. R. Twenty-six passenger trains run daily and it enjoys a large freight business.

The Pittsburgh, McKeesport & Youghiogheny R. R. forms a division of the Pittsburgh & Lake Erie R. R. (the Vanderbilt system). Its construction was completed in 1883, and the first passenger train passed over the road in November of that year. It now operates five daily trains each way, carrying an average of four thousand passengers monthly. It also handles an immense freight tonnage, which is constantly increasing.

The McKeesport & Belle Vernon R. R. is another division of the Lake Erie, or Vanderbilt system. It was opened for passenger travel in the Fall of 1888, and now it operates three daily trains each way. It also enjoys a big freight business, particularly in the transportation of coal.

The total tonnage in McKeesport freights, in and out of the city, is difficult to ascertain, but a conservative estimate places it at 1,500,000 tons per annum, which is an indication of the volume of McKeesport's big trade. The railway freight and passenger facilities enjoyed by McKeesport, are second to no city in the country. In addition to the railway service, the city is on a waterway, connecting it with the entire Ohio and Mississippi valleys.



City Passenger Railways.

WHAT is now called the McKeesport & Reynoldton Passenger Railway Company was originally a horse-car line. It secured its first franchise in the year 1887 and built a single track road from the foot of Market street to Fifth avenue, and out that thoroughfare to Center street. With the development of the city, it became necessary to extend and improve the service. Horses were abandoned and electricity substituted, the new lines getting into operation in 1892. Its lines reach from the Dravosburg bridge, through Reynoldton and through the city to the Eastern end of Fifth avenue, with branch lines up Walnut street and Evans' avenue. It is a great convenience and enjoys a growing and successful business. It has been of wonderful assistance in building up the city. J. C. Smith is president of the Company.

The Citizens' Passenger Railway Company operates an electric line from Fifth avenue and Locust street, up through Riverview Park to the terminus of Jenny Lind street, and will be extended considerably in the near future. It began operations in May, 1893.

The White Traction line is an electric road starting from the foot of Riverton street and, crossing the Duquesne bridge, extends to the lower end of the town of Duquesne. It began operations in 1881 and it brings a good deal of trade into the city.

The McKeesport & Wilmerding electric road was constructed in 1893. It connects McKeesport and Wilmerding and is developing the new town of East McKeesport. It is a mail, express and

freight route, connecting with the Pennsylvania R. R. The road is unique in its ability to overcome successfully a very high hill between its termini. It is the highest hill in Allegheny county.

The Versailles Traction Company has in operation part of a system, constructed last year, which is ultimately to extend from Fifth avenue to Boston, Pa.



McKeesport's Bridges.

IN 1865, a charter for a bridge over the Youghiogheny river at the foot of Third street, was obtained by B. B. Coursin and W. E. Harrison, but the river men opposed it vigorously and it never materialized. The present bridge at that point was constructed by the McKeesport and Reynoldton Bridge Company, in 1884. The company was chartered with W. E. Harrison, president, and James S. Kuhn, secretary. The structure cost about seventy thousand dollars.

The Dravosburg Bridge across the Monongahela river, connecting Dravosburg and Reynoldton, was built by a company in 1891, at a cost of one hundred and ten thousand dollars. John M. Risher is president of the company.

The Duquesne Bridge was erected in 1891, by the Duquesne Bridge Company, at a cost of about two hundred thousand dollars. It is a long structure. T. L. White is president.

The Port View Bridge spans the Youghiogheny and connects the city with Port View. It was opened for travel in 1892, and it cost about fifty thousand dollars. W. P. Wampler is president.

The Boston Bridge joins Boston and Versailles, suburbs of the city. It was completed in 1893 at a cost of about sixty thousand dollars. John W. Painter is president. The capital is eighty thousand dollars.

The above are all passenger and vehicle bridges and they join much suburban territory to the city, rendering travel and trade much easier and adding greatly to the prosperity of the city.

In addition to these bridges are two railroad bridges, one across the Youghiogheny river over which the Pittsburgh, McKeesport & Youghiogheny R. R. and the McKeesport & Belle Vernon R. R. pass; and the other spanning the Monongahela, by which the Pennsylvania R. R. gains access to the city. These bridges are invaluable for the transportation of freight in and out of the city.



Schools and School Houses.

THE earliest record obtainable of school teaching in McKeesport was the engagement in the profession by Andrew Hendrickson, in 1816, long before a school house had been erected here. The next pedagogue was Dr. McClelland, a brother-in-law of the late Oliver Evans, and father of the late Col. Wm. McClelland, who was Adjutant-General of Pennsylvania. He taught a school in a small frame addition to the East end of the old Evans' mansion, on the present site of Wood's mills, in 1831.

Before the erection of a school building in town the old timers' ideas were generally taught to shoot in a country school house, about a quarter of a mile South of the present city limits, near where Christy Park begins. The house was built of logs, one log being left out of each side and the space thus formed being filled in with 8x10 glass to afford the necessary light. Asaph Atwater, afterward burgess of the town, was the schoolmaster and he ruled the youngsters with an iron hand; and be it said to his credit he taught them something. Among his scholars were the Hueys, Bakers, Harrisons, Stewarts, etc., some of whom are still living here.

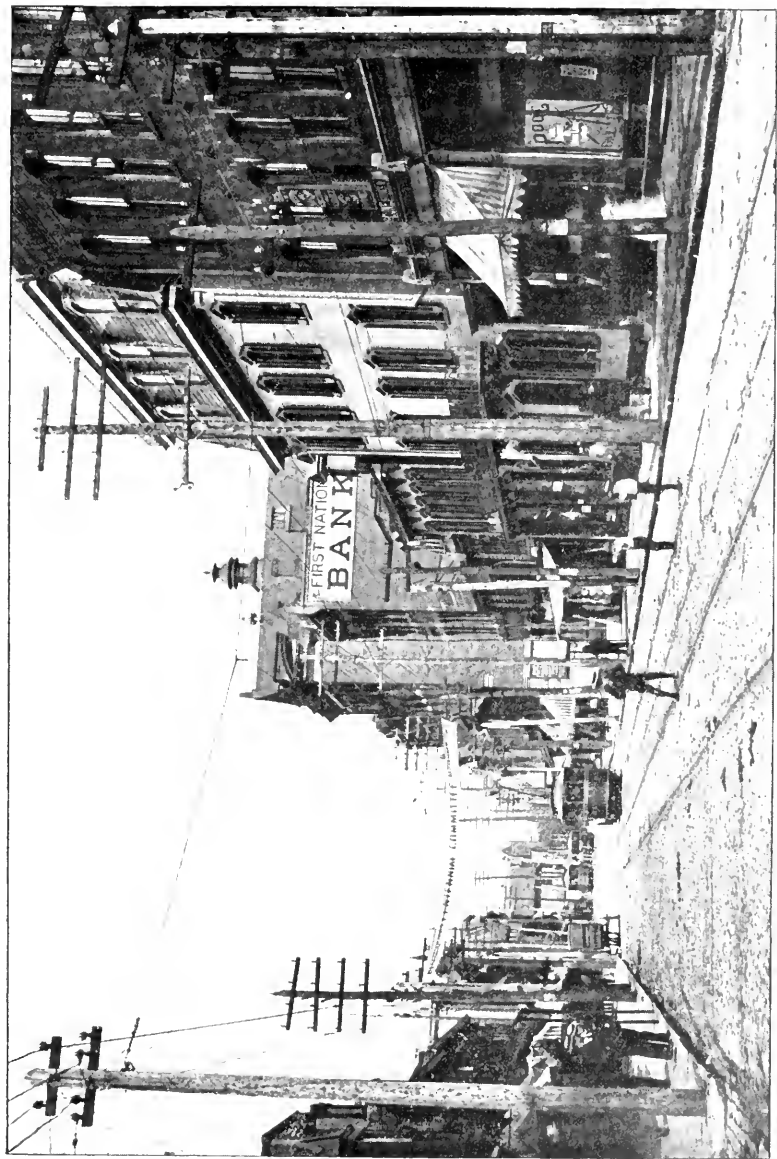
The first school house in town, an illustration of which appears on page 20, was built by private subscription in 1832. Hamilton Stewart, father of John W. Stewart, was the contractor who erected the structure. Joseph Wampler, father of W. P. Wampler, sawed the boards which went into the building for weatherboarding and flooring. It was situated on Fourth street

west of Market, on the Diamond, right in the middle of the street. Its dimensions were twenty by thirty-two feet, quite insignificant when compared with the present commodious school buildings, equipped with every modern convenience. The little school house was moved from the Diamond, in 1849, to the lot adjoining the parsonage of the First Presbyterian church, where it remains to-day, a reminder of the past. The first teacher to wield the birch in this little school was a Mr. Higly. He was followed in succession by Messrs. Pentecost, Hicks, Coulter, McGahan, Atwater, Jamison, Sloughfer, Carroll, Wampler, John F. Dravo and Wm. Colvin.

The first public school house was a frame building, erected in 1841, East of Walnut and between Eighth and Ninth streets. After being used for several years it was converted into a dwelling and is at the present time a part of the residence of Audley Calhoun. The first teacher in that building was Dr. James E. Huey, who was assisted during the first term by John Rowland. His assistant during the second term was W. E. Harrison.

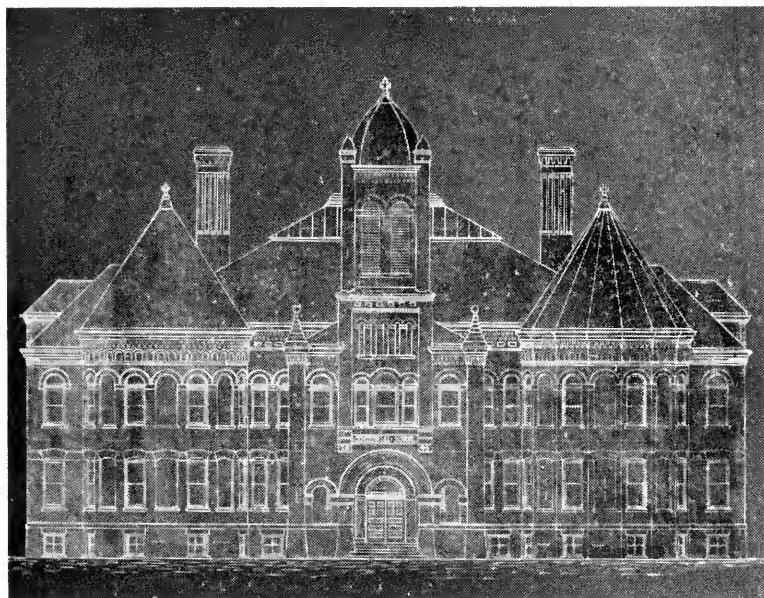
The next public school building was more pretentious. It was a three-story brick structure and stood on the corner of Market and Sixth streets, the site of the present First ward building. It was built in 1849 and after several years service it was torn down; and in 1863 the present building was constructed. R. L. Riggs was the first principal who had charge of the schools in the latter building.

The Second ward, or Walnut street building, was erected in 1880, at a cost of twenty-one thousand, four hundred dollars; Fifth avenue building in 1884, cost forty thousand, three hundred dollars; Ninth avenue in 1890, cost thirty thousand, two hundred and forty-eight dollars; South Park in 1890, cost thirty-one thousand, five hundred and sixty dollars; East End followed and it was enlarged, in 1893, at a cost of eighteen thousand, eight hundred and sixty-eight dollars. In addition to these buildings



A View on Fifth Avenue.

the "Third ward frame" was built in 1870, but was abandoned soon afterward. At the present time a new sixteen-room building is being erected in the Seventh ward to cost thirty-five thousand dollars, to be called the Centennial School Building. McKeesport's public schools are second to none in the state. The tax levy for 1893 was five mills for school,



Centennial School House, Seventh Ward.

and one mill for sinking fund, which produced seventy-seven thousand, one hundred and sixty-one dollars; the state appropriation was seventeen thousand, nine hundred and seventy-nine dollars, making over ninety-five thousand dollars available for school use for one year. The bonded debt of the school district is one hundred and four thousand dollars and it

has in the sinking fund the sum of twelve thousand, seven hundred and thirty-three dollars and forty-seven cents, leaving the net debt, in 1893, ninety-one thousand, two hundred and sixty-six dollars and fifty-three cents.

Prof. H. F. Brooks is City Superintendent, at a salary of eighteen hundred dollars per annum; E. S. Day, principal of the High school, salary fourteen hundred dollars; R. O. Waldron, supervisor of writing; F. W. Squibb, principal Market street building, salary twelve hundred dollars; M. H. Miller, principal Walnut street building, salary fourteen hundred dollars; H. P. McMichael, principal Fifth avenue building, salary fifteen hundred dollars; W. H. McMullen, principal South Park building, salary twelve hundred dollars; Prof. Silsby, principal East End building, salary twelve hundred dollars. The frame building is presided over by Mrs. Sadie A. Camp, at a salary of four hundred and ninety-five dollars. The entire number of teachers employed is seventy-eight and the total number of scholars enrolled is four thousand, two hundred and ninety-nine. The salaries for the school term aggregate forty-eight thousand, four hundred and sixty-two dollars.

Free text books were introduced in the schools, February 1st, 1892, and the number of books in use is ten thousand, eight hundred.

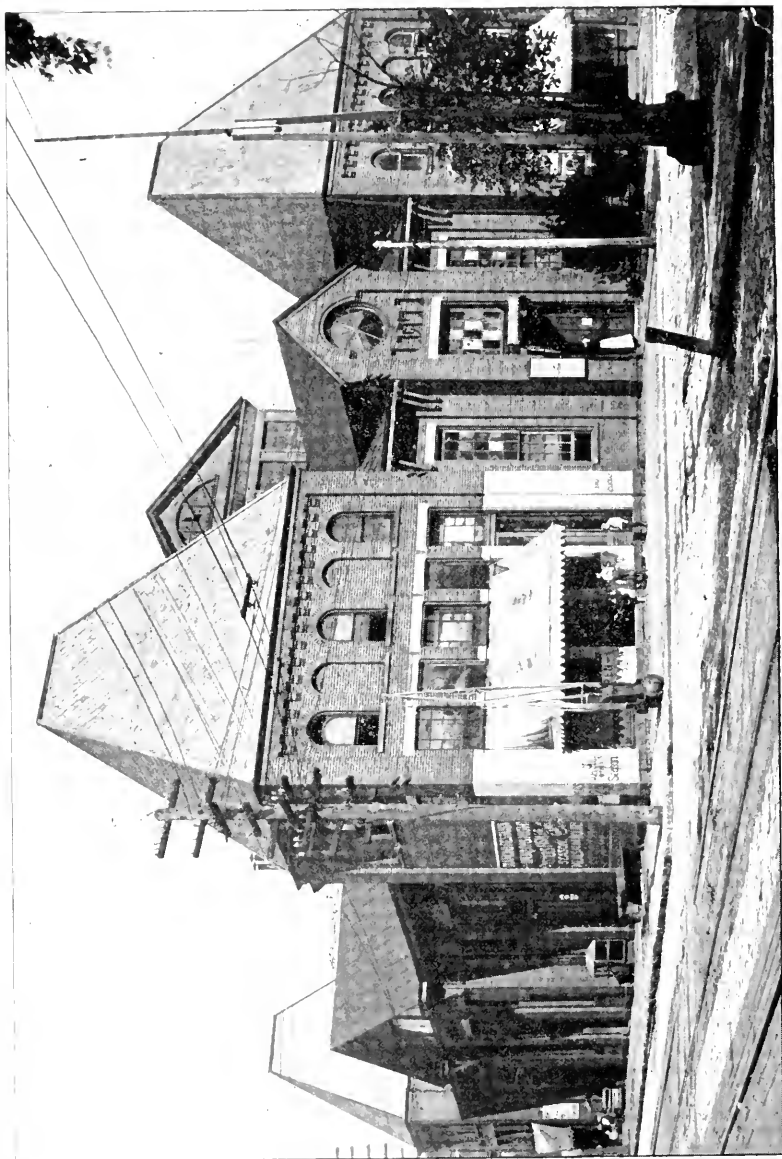
The first City Superintendent was T. F. Newlin, elected in 1881. He established the high school. He was succeeded by Charles A. Dean, who was followed by P. A. Shanor; and he was succeeded by the present incumbent, H. F. Brooks.

In addition to the public schools are the Roman Catholic schools. St. Peter's school building on Market street accommodates seven hundred scholars, and is a fine structure, costing forty thousand dollars; and a convent building adjoins it which cost fifteen thousand dollars. St. Mary's church, on Olive street, conducts a large school, about two hundred and fifty

scholars being in attendance there. The German Lutheran congregation sustains a successful school in its own building, on Olive street.

The McKeesport Military College is a flourishing institution. It recently increased its capital to one hundred thousand dollars and is about to erect a commodious college building. It succeeded Gressly college. Its president is W. P. Wampler.





The Market House, Erected in 1884.

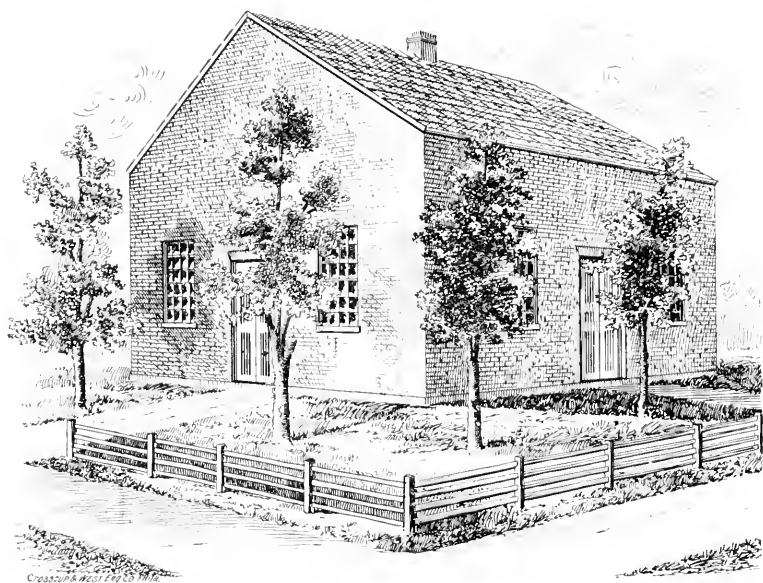
Market Houses.

THE first market house was erected in 1851 by Lewis Soles, a contractor, for one thousand, one hundred and forty dollars. It was situated on the Diamond, East of Market street. It was a two story brick building, the first floor being the market, the second floor divided to accommodate a town hall, council chamber and town jail. The structure was torn down in 1872.

Incidents recalled in connection with the old jail are that James Fife, Monroe Stewart and Charlotte Jones, murderers of old Mr. Wilson and sister, were confined there on May 1st, 1857. The borough constable in 1851 was Casper Walthour and while taking a prisoner up the stairs, he was interfered with by Wm. Kitchen. Walthour struck him on the head with a heavy cane, fractured his skull and Kitchen died in a few days. Walthour was arrested, tried, convicted and was sent to the penitentiary for five years.

The town was without a market house for several years, probably because there was too much jail mixed with the business of the original structure, but in 1884 the present market house was erected by a private company, of which W. E. Harrison was president and D. C. Huffman secretary. The company effected an agreement with the borough, that it have the use of the building for ten years and then to sell out to the municipality for ninety per cent. of its original cost, which was not to exceed fifteen thousand dollars. The venture proved a profitable investment for the stockholders.





UNION CHURCH.
The first church edifice erected in McKeesport.

McKeesport's Churches.

HERE may have been religious services held at an earlier period, and doubtless there were, but the first preaching in McKeesport that we can get any data for, was in the year 1801, by Rev. Boyd Mercer, a Presbyterian clergyman. There was no church building here at the time, and services were held in the homes of the inhabitants and, in fine weather, in the open air.

The first church building was erected on the lots donated for the purpose by John McKee, at Market and Sixth streets. The church was built in 1819. It was about forty feet square, was constructed of brick, and only a single story in height. The structure was never entirely finished. The inside walls were not plastered, and the ceiling was of boards, rather roughly put in place. It was a union church, but was occupied principally by Presbyterians, as that denomination included most of the inhabitants. In 1842, the building was razed and a larger one erected on the same site by the Presbyterians. It was used for ten years, when it was torn down and the present building was dedicated in 1852, during the pastorate of Rev. Nathaniel West, D. D. The first regular pastor of the congregation was Rev. Alex. McCandless, who preached here but one-third of his time. He was called in 1824 and remained pastor until 1837. He received a salary of one hundred and fifty dollars per annum. In 1830, he organized and established the first Sunday School. He was succeeded by Rev. Burton, who came here in 1839, and he was succeeded as follows, in the years given: William Eaton, 1841; Samuel Hill, 1845; P. H. Jacob, 1846; Nathaniel West, 1851;

R. F. Wilson, 1856; G. W. Hair, 1869; J. W. Wightman, 1872; Samuel McBride, 1877; George N. Johnson, 1880; and J. J. McCarrell, 1884, who is pastor at the present time.

In the first organization of the Presbyterian Church, which was effected in 1819, William Penney, William Sill and James Evans were elected elders and were ordained in 1820. The present enrollment of members is five hundred and sixty-nine. The benevolent contributions last year amounted to four thousand, nine hundred and fifty dollars. The pastor's salary is two thousand dollars per annum and he is provided with a parsonage worth a rental of five hundred dollars per annum. The number of scholars in the Sunday School is four hundred and seventy-two, per last report. The Presbyterians were the pioneers in establishing church-work here. An incident worthy of mention in this connection is, that in this church, to-day, are thirty-five persons belonging to one family, viz: the Edmundson's.

From the most reliable, obtainable information, the first Methodist class was formed here about 1834. It was composed of R. S. McIntyre, Mrs. Samuel Hunter, Mrs. John Lauder and Mrs. John Baker. Its first leader was a Mr. Cranling. This formed the nucleus of the Methodist church, but it was not until 1841-2, that the conference recognized it with an appointment, at which time the class consisted of twelve members, the leader of which was Michael Dravo, the father of John F. Dravo. The church was made a part of the Miller circuit, and the first pastors were Revs. Rich and Foster. They were followed by Revs. Jeremiah Knox and Johnathan Kramer. Before they had a church, the Methodists were permitted to hold services in the Baptist church, which stood on Blackberry alley below the Diamond. The pastors following those already named are appended: Revs. W. H. Lynch, D. L. Dempsey, W. F. Louck, J. Gibson, William Cooper, H. D. Fisher, Josiah Mansell, ——— Burkett, G. A. Lohman, John Coyle, L.

R. Beacom, H. L. Chapman, John J. Moffatt, D. A. McCready, W. B. Watkins, S. P. Wolf, C. W. Smith, H. L. Chapman, J. W. Baker, T. N. Boyle, R. B. Mansell and G. W. Terbush.

The Methodists built their first house of worship in 1843, under the pastorates of Knox and Kramer. It was erected on a lot adjoining the corner of Market and Fifth streets, where it remains to-day, forming the rear portion of a business house. In 1846, the congregation required a larger building, and a two-story brick structure was erected on the corner of Market and Fifth streets, where the People's Bank now stands. It was erected under the pastorate of Rev. W. H. Lynch. The third, or present large building, corner of Walnut and Penney streets followed, under the pastorate of Rev. W. B. Watkins. The present membership is seven hundred and sixty. The benevolent contributions for 1893, were nine hundred and eighty-three dollars. The pastor's salary, including rental of the parsonage, is twenty-two hundred dollars. The Sunday school was organized about 1843, and its present membership is seven hundred and fifty. Milo H. Miller is superintendent.

The First Baptist Church, first chartered as the McKeesport Regular Baptist Church, originated through William Stone and Nathaniel Tibbets, who organized a congregation in June, 1820, with seven members, viz: James Penney and wife, Leonard Long and wife, Am. Watkins, Elizabeth Cairnes and her daughter. The congregation worshipped for years in a frame building on Blackberry alley, below the Diamond, erected in 1838, on a lot donated by James Penney. The building cost about eight hundred dollars. Prior to the erection of this church the congregation met in the Union church. In 1867, it moved to its present building at the corner of Walnut and Sixth streets. The parsonage adjoining was erected in 1876. Present membership is five hundred and forty-one, and a Sunday school flourishes with three hundred and fifty members.

The church was first served by pastors from the Salem church, in Westmoreland county, but in 1837 it became self-sustaining and Rev. Milton Sutton was installed as pastor in that year. His successors were as follows in the years named: J. C. Rockefeller in 1839; James Estep, 1845; A. G. Eberhart, 1847; S. D. Morris, 1851; Frederick Douglass, 1852; William Penney, 1853; J. F. Penney, 1855; C. H. Remington, 1856; Moses Heath, 1857; N. K. Hickman, 1861; William Whitehead, 1863; J. K. Cramer, 1867; G. A. Ames, 1868; W. H. McKinney, 1871; William Codville, 1876; and the present pastor, C. A. Hare, in 1891.

The Fifth Avenue Baptist Church was originally a mission under the care of the First Baptist church. It was organized as an independent church, January 26th, 1893, taking out of the old church one hundred and nineteen members. A building was purchased from John Trich for five thousand dollars, which was converted into a church and Rev. William Ryan was called to the pastorate. It conducts a large Sunday school. The congregation has outgrown its present quarters, and arrangements are being completed to erect a modern church edifice.

The First Reformed Church was organized in October, 1882, with eleven members. The church building, corner of Sinclair and Ringgold streets, was dedicated November 10th, 1874. The present membership is one hundred and two, and the Sunday school membership is eighty-nine. The pastor's salary is seven hundred dollars, and the church is free from debt. Rev. H. D. Darbaker is the pastor and has been since the organization of the congregation.

The United Presbyterian Church, located on Sixth street, was organized October 10th, 1851, with fifty-four members and five elders, the latter being Samuel Shaw, James Shaw, Samuel Foster, James B. Mitchell and John Pollock. Its first church edifice was erected that year. The present building was erected



The National Bank of McKeesport. (see page 58).

in 1871. Rev. A. G. Wallace was the first pastor in 1854, succeeded by Matthew McKinstry in 1857, A. H. Elder in 1863, James Kelso in 1877, and A. I. Young, the present pastor, in 1886. The present membership is two hundred and sixty and the Sabbath school has an enrollment of three hundred and fifty, with forty-two officers and teachers. The church contributions for local and mission work last year was eighteen dollars and forty-two cents per member. The pastor's salary is fifteen hundred dollars.

The Second Methodist Church was organized in 1883. Prior to that time its members worshipped in a frame building erected on Fifth avenue in 1881, which they continued to occupy until 1890. On May 22nd, 1889, the congregation began the erection of a new church on Coursin street and on June 29th, 1890, it was dedicated and named the Coursin Street M. E. Church. The ground and building cost twenty-seven thousand dollars. This structure was destroyed by fire on March 29th, 1892, but it was rebuilt and re-dedicated on December 11th, 1893. The present membership is five hundred and twenty five. Its Sunday school was organized in March, 1889, by Thomas McGraw, with fifteen members. It now has an enrollment of three hundred and fifty-eight. The first pastor was Rev. J. B. Taylor, who served three years; Rev. S. W. Davis, five years; Rev. George Orbin, two years; and the present pastor, Rev. D. Flannigan, is in his second year.

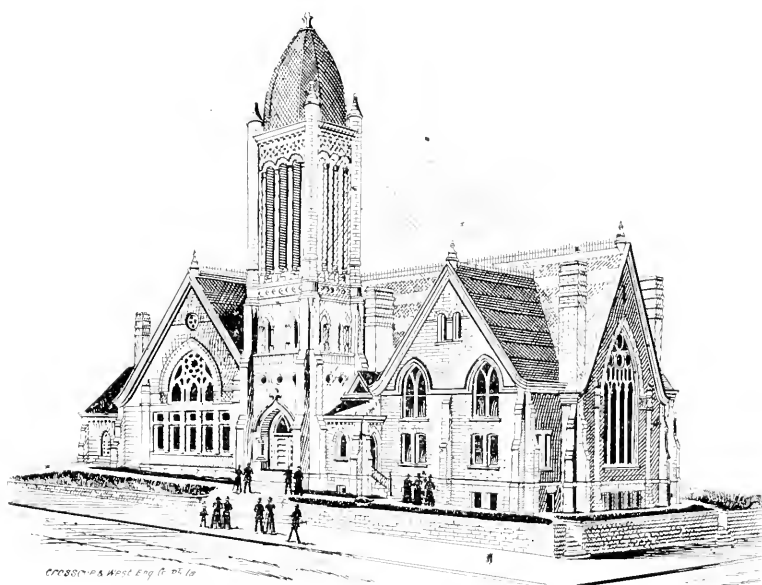
The Third M. E., or Sixth Avenue M. E. Church, held its first public service on December 18th, 1881, in Grand Army hall, and in March, 1882, rented a room in the Bowman building. In the summer of 1882 it bought a lot on Shaw avenue and erected a building which was dedicated on October 19th, of that year, by Rev. W. B. Watkins. Later, the building was removed to Locust street and Sixth avenue. Its first pastor was Rev. J. Dillen, who was appointed in November, 1882. He was succeeded by R. Morrow in 1883; H. Winnett and Wm. Long in 1884, G. Cable

and M. McCurdy in 1885; W. Silbaugh in 1886; H. Winnett and A. Cameron in 1887; J. F. Smith in 1888; M. D. Lichleiter in 1891 and Nelson Davis, the present pastor, in 1893. Under the pastorate of Rev. Lichleiter, in 1892, the present church edifice was erected on Sixth avenue, at a cost of twenty thousand dollars, and the name was changed to Sixth Avenue M. E. Church. The present membership is about two hundred, and the Sunday school has about that number of scholars.

St. John's Evangelical Lutheran Church was organized in January, 1888, with twenty-eight members. At present there are over one hundred names on the membership roll. The congregation owns its church on the corner of Ninth avenue and Locust street. The building was dedicated February 21st, 1892. Last year its benevolent contributions amounted to about one hundred dollars. The Sunday school has a membership of over one hundred scholars. The church building was erected under the pastorate of Rev. J. C. F. Rupp.

The German Evangelical Protestant Church had an organization here in 1846, under a different name, but was organized under its present name in 1858. The congregation first worshipped in the little Methodist church on Market street, which it bought, in 1847, for six hundred dollars. The present brick building, on Walnut street, was dedicated on October 15th, 1871, Rev. Haddeus, a former pastor, preaching the sermon. Rev. D. Lehman was pastor at the time and continued to be until his death, in 1884. He was succeeded some time after by the present pastor, Rev. Gustave A. Schmidt. The church also owns a parochial school and a parsonage. A list of the pastors caring for the welfare of the church is as follows: Revs. Daniel Meier, J. T. Zoller, H. T. Freeman, G. Groff, Charles Haddeus, R. Mutchol and G. A. Schmidt. The present membership is three hundred families. George Kinzenbaugh, one of the charter members, still lives here.

The Central Presbyterian Church was formed by a committee of Redstone Presbytery, December 8th, 1871, with forty-nine members. The present membership is one hundred and eighty-one. Services were first held in a frame building on Union avenue. The present church edifice, corner of Versailles and Union avenues, was erected in 1892, at a cost of twenty-three thousand



CENTRAL PRESBYTERIAN CHURCH.

Illustrating present church architecture.

dollars. The benevolent contributions last year amounted to over four hundred and fifty dollars, beside which the congregation contributed seven thousand, two hundred and seventy-one dollars for purposes directly connected with the church. The Sunday school enrollment is four hundred and forty-nine. Rev. C. B. Hatch is pastor, at a salary of fifteen hundred dollars.

The First German M. E. Church started as a mission in 1886, under the care of Rev. H. Barr, who, in 1888, was succeeded by Rev. D. A. Stohl. In the spring of 1889, with a membership of thirty, the congregation purchased the old Second M. E. church building, on Fifth avenue, for five thousand dollars. This property was sold in 1892, for eight thousand dollars. The present site, at Fifth and Hazel streets, was bought for three thousand, five hundred dollars and the new church erected at a cost of five thousand dollars. In September, 1893, Rev. Bockstatler took charge. The membership is now forty and there are about that number of scholars in the Sunday school.

The Covenanter, or First Reformed Presbyterian Church, erected its present building on Penney avenue in 1874. First it owned the old Baptist church on Blackberry alley, and it was organized as a McKeesport church, April 27th, 1882. The first regular pastor was Rev. J. H. Wylie, who resigned July 1st, 1887. The present membership is small and the church has had no regular pastor for some time.

The Cumberland Presbyterian Church was organized November 19th, 1879, by one hundred and nine members, who withdrew from the First Presbyterian church. It was first known as an independent Presbyterian church, but on June 20th, 1880, it was taken into the Cumberland Presbytery. Its brick church, corner of Fifth avenue and Sheridan street, was dedicated in November, 1882, under the pastorate of Rev. Samuel McBride. He was succeeded by Revs. M. B. Dewitt, G. W. Willingham, G. W. Montgomery and the present pastor, U. W. MacMillan. Present membership, three hundred and twenty-five.

St. Stephen's Episcopal church first organized as a mission in 1869. In 1872 a small frame chapel was erected. The present fine stone church was dedicated on Easter Sunday, 1888. The rectors in regular order follow: Revs. S. S. Bell, B. B. Killikelley, J. B. Norman, R. Beckett, E. W. Smith, Thomas White,

D. C. Peabody, H. G. Schorr, John Graham and J. W. Foster. At present the church is without a rector.

In the spring of 1885 a few colored people met in Odd Fellows' hall and organized the African Methodist Episcopal Church as a mission. In the following October they secured their first regular pastor in the person of Rev. Sandy Christian. Soon afterward the members bought a lot on Locust street and erected the building they now occupy, the last payment on it being made on June 9th, 1888. The pastors have been Revs. T. H. Cyrus, Sandy Christian, S. H. Lacy, A. E. Waldron, J. W. Riley, C. H. Brown and R. M. Henderson. The pastor's salary is two hundred and seventy-five dollars and there are twenty-eight members.

The Swedish Evangelical Church was organized as the Evangelical Lutheran church, in 1884, but reorganized in February, 1887, under its present title. The brick church building, corner of Locust and Thirteenth streets, was erected in 1888, at a cost of three thousand, five hundred dollars. Rev. C. A. Blomgren was the first pastor. He was succeeded by Rev. N. J. Fosberg and he by the present pastor, Rev. O. Strand. In the beginning of the present year there were one hundred and thirty communicants. The whole membership, including children, is two hundred and twenty-one.

The First Swedish Evangelical Church was organized on June 9th, 1882, with twenty members. Rev. F. Edquist was pastor. The congregation erected a frame building, in 1884, on Jenny Lind street between Penny and Ninth streets. Rev. A. W. Johnston was installed pastor in 1887, and served until the following year, when he was succeeded by Rev. C. F. Blonquist, who served until October, 1893. At the present time the congregation has no regular pastor. The membership numbers one hundred and ten, and the Sunday school has one hundred scholars. The church property is worth about six thousand dollars.

The Swedish Baptist Church is located on Jenny Lind street near Whigham street.

The Swedish Methodist Church holds its services at the corner of Locust and Fourteenth streets.

The United Brethren occupy the small frame church on Tin Plate hill. Membership small.

The First Christian Church was organized in 1878, with fourteen members. Its church edifice was erected on the corner of Jenny Lind and Penny streets, in 1882, being dedicated on December 3rd, of that year. Rev. Geo. P. Slade was the first pastor and was followed by Revs. E. W. Gordon, T. C. Jackson, J. Cooper, W. H. Applegate and the present pastor, Rev. H. W. Talmadge. The membership numbers three hundred and fifteen persons and the Sunday school, which was organized in 1880, has one hundred and forty scholars.

St. Peter's Roman Catholic Church was established in 1846, and erected its first building on the corner of Market street and Seventh avenue, the corner stone being laid in 1847, by Bishop O'Connor. The priests in charge up to August 7th, 1856, were as follows: Fathers Schock, Newman, Tschanhens, Muller and Salas. Father N. Haeress then had charge until July 1st, 1862, and he died July 18th, following. Father James Caneder served until August 25th, 1862; Father Peter Schoeller to January 16th, 1863; Father Anton Rusch to March 27th, 1864; Father J. P. Schmidt to September 27th, 1868; Father D. A. Bush to March 13th, 1869 and Father James Nolan from May 1st, 1870, until the present day. The original church edifice became totally inadequate years ago, and in 1873 the corner stone of the present church building was laid. The building was completed in 1875 and cost seventy thousand dollars, beside which a parsonage was built costing seven thousand dollars. Adjoining the church is a large convent; and adjoining it, a very large parochial school building.

St. Mary's Roman Catholic Church was organized in the fall of 1886, by authority of Bishop Phelan. A lot was purchased on Olive street for three thousand, six hundred dollars and the corner stone of the church building was laid on August 7th, 1887. The first pastor of the congregation was Father M. Holtopple who was succeeded by Father T. J. Kaib, who celebrated the first mass in the new building on April 15th, 1888. The church was formally dedicated, April 29th, 1888, and at that time the congregation numbered one hundred and seventy-five families. They bought the property adjoining the church between that time and 1889. On March 3rd, 1891, Father Kaib died, and was succeeded by Father Boell. That year the congregation bought some more adjacent ground, the total of these additional purchases amounting to thirty-three thousand, eight hundred dollars. It is the intention to erect a much larger church on the new ground. At the present time three hundred and fifty families belong to the congregation.

The Austrian Hungarian Hebrew Gemulas Chesed was organized in October, 1886. The present membership is one hundred and twenty-nine. The synagogue is on the corner of Third and Market streets and is valued at fourteen thousand dollars. Services are held every second Sunday. Samuel Firestone is president of the organization.







Shaw Building, home of the Citizens' National Bank. (see page 59).

McKeesport's Secret Societies.

MCKEESPORT has long had a penchant for secret societies. It was once said that the town contained more brass bands and secret societies than any other of its size in the country. Be that as it may, it is true that many secret societies flourish here.

The first organization we have any information about, was the Sons of Temperance, instituted in 1844 or 1845. The lodge met on the second floor of a house on Second street, owned by Andrew Soles. Hon. John F. Dravo was one of the charter members. After a successful existence of a number of years the charter was surrendered.

Youghiogheny Lodge No. 364, I. O. O. F., was instituted, June 8th, 1849. It first occupied a room in a frame building on Market street, where the South Side hotel now stands. Its present building was erected in 1853, which was the first public building erected in the town, apart from the churches. It contained a public hall where entertainments were held for many years. The membership is one hundred and sixty-two. Gilbert Now is Noble Grand.

Blucher Lodge No. 506, I. O. O. F., was instituted on January 26th, 1854, in the Odd Fellows' building. The present membership is one hundred and sixty, and Phillip Rusler is Noble Grand.

Youghiogheny Encampment, No. 147, I. O. O. F., was instituted in Odd Fellows' hall in December, 1866. The membership is fifty, and D. E. Collins is the C. P.

Zuriel Lodge, No. 3157, G. U. O., of Odd Fellows (colored) was instituted October 22nd, 1889, with Boston Laney, P. N. F.; Samuel Spriggs, N. F.; James D. Dickerson, N. G.; Wm. C. Walker, V. G.

Tube City Lodge, No. 571, I. O. O. F., was instituted January 14th, 1890. The present membership is ninety. It meets in Boss' Hall, Fifth avenue. T. H. Demoss is Noble Grand.

Alliquippa Lodge, No. 375, Free and Accepted Masons, was instituted on November 22nd, 1866, with fifteen charter members. The first officers were E. A. Wood, W. M.; W. E. Harrison, S. W.; J. R. Taylor, J. W.; W. B. Junker, treasurer and J. A. Mehalfey, secretary. The present membership is one hundred and fifty and the present officers are: Wm. Nagel, W. M.; Harry Gibson, S. W.; George Mars, Jr., J. W.; Isaac West, treasurer and W. B. Clasper, secretary.

Youghioghny Lodge, No. 583, Free and Accepted Masons, was instituted on December 15th, 1890, with eleven charter members. The first officers were P. A. Shanor, W. M.; S. P. Waugaman, S. W.; T. C. Jones, J. W.; J. D. Cowan, treasurer and W. S. Abbott, secretary. At present the lodge has about sixty members. The present officers are: W. S. Abbott, W. M.; Ferd. Englert, S. W.; Orin A. Rodgers, J. W.; Max Bachman, treasurer and F. J. Chester, secretary.

McKeesport Conclave, No. 81, Improved order of Heptasophs, was instituted March 6th, 1884, with twenty-six charter members. The first officers were: Past Archon, J. F. Davitt; Archon, S. L. Goldman; Provost, A. J. Carver; Prelate, J. D. Evans; Inspector, Adolph Schmidt; Secretary, E. B. Clark; Financier, N. H. Van Fossen; treasurer, E. C. Eaglen. The present membership is five hundred and seventy-three and the present officers in the order named above are: Joseph A. Skelley, Louis Donaldson, D. George Beckett, John Small, James F. Kane, George H. Hofman and N. H. Van Fossen.

McKee Lodge, No. 43, A. O. U. W., was instituted January 24th, 1873, with twenty-five charter members. First officers were J. F. Davitt, P. M. W., and George Lawton, M. W. Present membership, eighty. Present officers are: C. H. Hitzrot, P. M. W.; Henry Hartman M. W. and John M. Jeffers, financier.

Welcome Stranger Lodge, No. 52, Sons of St. George, was instituted March 13th, 1880. The present membership is one hundred and thirty-two. George H. West is the presiding officer and E. W. Hobbs, secretary.

The McKeesport Turn and Gesang Verein was instituted October 15th, 1880, with nineteen charter members. Present membership is two hundred and eighty-six. Officers are Carl Unglaub, president; George Speidler, financial secretary; Carl G. Hofman, treasurer; A. Doehla, instructor.

U. S. Grant Council, No. 132, O. U. A. M., was instituted January 20th, 1891, and has at present forty-three members. H. B. Pitzer is secretary.

Fidelity Lodge, No. 1005, Knights of Honor, was instituted March 20th, 1878, and has at present seventy-nine members. Thomas Whiffen is Cistator and Samuel McCleary, secretary.

Court Gustaf I. Wassa of Sweden, No. 6682, Ancient Order of Foresters, was instituted September 18th, 1880. The present membership is one hundred and thirty-five. The presiding officer is Gust. Tapgreen and S. Johnson is secretary.

Court Equality Lodge, No. 6459, Ancient Order of Foresters, was instituted, July 30th, 1874, with Arthur Thompson presiding officer and George Taylor, secretary. The present officers are Harry Lilly and Charles Parker. Membership one hundred and fifty-three.

McKeesport Lodge, No. 130, B. P. O. E., was instituted on September 26th, 1889, with fifteen charter members. At present the membership numbers forty-four. George Brinker is exalted ruler and George J. F. Falkenstein, secretary.

Catholic Mutual Benefit Association, Branch No. 26, was instituted on December 6th, 1883, with nineteen charter members. It has a present membership of ninety-two. Present officers are Rev. James Nolan, spiritual advisor; chancellor, J. T. McCloskey; president, Neil McGettigan; recording secretary, Thomas J. Fullard.

Catholic Mutual Benefit Association, Branch No. 57, was organized with twenty-six charter members, on March 1st, 1889. The membership numbers forty and the present officers are Jacob Altmeyer, president; Peter Koch, secretary.

Division No. 16, Ancient Order of Hibernians, Board of America, was organized in May, 1872. The division has at present ninety-two members, with the following officers: M. J. Mahoney, president; Thomas Cooke, vice president; Michael Beane, recording secretary and Wm. Sullivan, treasurer.

McKeesport Lodge, No. 149, I. O. S. B., was instituted on June 19th, 1892. Present membership is sixty-seven. S. J. Blattner is president and Samuel Reiter, secretary.

The Hebrew Political Club was organized on December 12th, 1893, and it has one hundred and twelve members. Joseph Roth is president; Samuel Reiter, secretary.

The Svea Beneficial Society, of McKeesport, was organized in 1888 by Rev. C. A. Blomgren, Oscar E. Lindbom and Henry Nystrohm under the name of the Swedish Lutheran Beneficiary Association, but it was changed to its present name on April 19th, 1890, and was incorporated in October of the same year with Henry Nystrohm, president and J. E. Westerland, secretary. The membership numbers over two hundred. Present officers are Luther Friberg, president; Charles Swensen, secretary.

Col. Samuel W. Black Post, No. 59, Department of Pennsylvania, Grand Army of the Republic, was organized on July 3rd, 1877, with thirty members. The Post now has a roll of ninety-three members. Henry Stewart is quartermaster.

In addition to the above named societies and organizations there are others from whom no returns were received, viz: Sovereigns of Industry; McKeesport, Tube City and Versailles Councils, Jr. O. U. A. M.; Knights of the Golden Eagle; Lieder-kranz; North Star Lodge, K. of P.; Order of the Golden Chain; Patriotic Order Sons of America; Rising Sun Conclave, No. 121, I. O. H.; Royal Arcanum; Sr. O. U. A. M., West End and McClelland councils; St. Mary's First Hungarian Beneficial Society; Titus Lodge, K. of P.; Union Veteran's Union, Ord Command; Union Veteran's Union, Logan Command, and others.





Y. M. C. A. Building. Erected, 1894.

Young Men's Christian Association.

THE Young Men's Christian Association was organized, July 16th, 1888, and was incorporated June 9th, 1890. It occupied rented quarters at No. 513 Walnut street and was retarded much by want of space and proper facilities for its work. Nevertheless it grew and prospered and a fine home of its own became a necessity. Accordingly a site was purchased on the corner of Locust street and Shaw avenue and on May 10th, 1894, a new and handsome building was dedicated, which cost, completed, about forty-five thousand dollars, contributed by the public. Its present membership is three hundred and thirty-six, and its prospects are bright. The officers are: President, James Evans; first vice president, James S. Kuhn; second vice president, John T. Woods; recording secretary, Charles A. Tawney; treasurer, E. H. Leizure; general secretary, W. T. Forrester. The receipts of the treasurer of the association last year were three thousand, four hundred and thirty-eight dollars, and the receipts of the treasurer of the Board of Trustees were eleven thousand, and three dollars.

McKeesport Library Association.

THE McKeesport Library Association was organized on February 17th, 1875, and was chartered in the following April. The first officers were Jesse Sill, president; T. R. Vankirk, vice president; John F. Davitt, treasurer and H. R. Tassey, secretary. The Library was not as successful as its projectors had hoped it would be, and after continuing until 1881, its finances became so low that a committee was appointed to sell the books and furniture. A constable afterward levied upon the effects, when W. D. Wood & Co. came to the rescue, purchased the library entire, paid off its debts and put it into good condition. In June, 1883, at the suggestion of R. G. Wood, a public meeting was called and a proposition was made to turn it over to a new organization as a gift to the people. An organization was formed, on June 26th, and elected the following officers: R. G. Wood, president; J. R. Gemmill, vice president; W. A. Iles, treasurer and M. F. Ryan, secretary.

The library has been open continually since that time and it is visited daily by many people. Its rooms are in the the National Bank of McKeesport building. Upwards of two thousand volumes are on the shelves. Of late years the library has been sustained largely through the liberality of Richard G. Wood and James Evans, they taking much interest in its general welfare and being desirous of perpetuating the institution. The present president is Theodore Tonnelé, who is also much interested in the work. The rooms are open daily.



The Board of Trade.

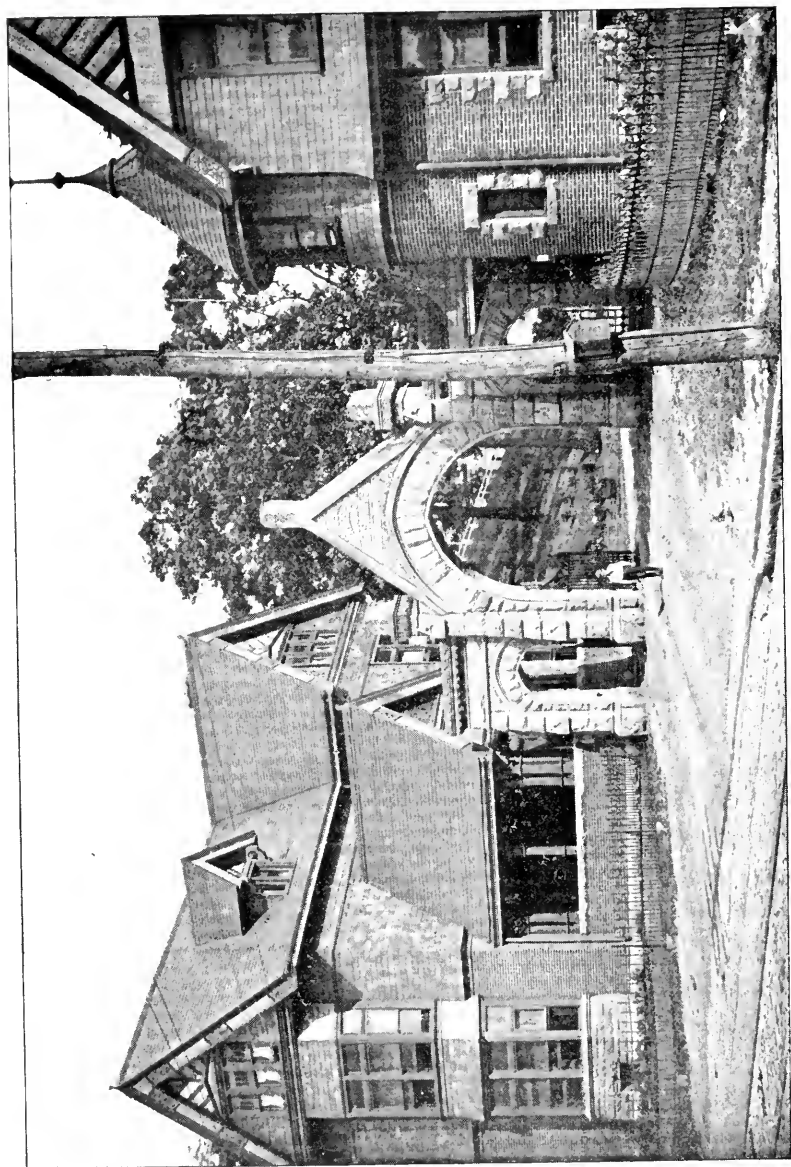
THE McKeesport Board of Trade was formed in November, 1887, for the purpose of fostering the commercial interests of the city, and assisting, by concerted action, the building up of the city. Its first president was J. W. Bailie and its first secretary was A. B. Campbell. At the present time the board consists of sixty-four active members, business men engaged in various lines of trade. The president is W. P. Wampler and the secretary is E. W. Pitts. The idea of taking up the city hospital project and putting it upon a substantial basis originated with the Board of Trade, and the scheme was successfully carried out. The Board has also been active in securing a proper recognition of the city by the various railways. It has kept a watchful eye on local legislation and the force of the organization is felt in the business life of the city. A regular meeting place is established in Masonic hall building.

The idea of celebrating the Centennial of McKeesport originated with the Board, in the winter of 1893, by the introduction, by W. E. Harrison, of a resolution appointing a committee of five members to suggest a plan to properly carry out a formal celebration. This committee reported a resolution, naming W. E. Harrison, John W. Stewart, Robert Taylor, W. J. Sharples, John K. Skelley, James L. Devenney, J. D. O'Neil, W. P. Wampler and A. B. Campbell, as a committee representing the Board, and to take entire charge of arranging the details of a proper public celebration, reporting to the Board at its stated meetings. The resolution was adopted, the committee

McKeesport's "Silent Cities."

THE first burial ground, graveyard or cemetery established here was on a high mound of sandy soil, about one acre in extent, situated between Ninth street and School alley, just East of Walnut street. The ground was set apart for burial purposes by David McKee, father of John McKee, back in the last century, and it was used for that purpose until it became entirely filled with the remains of former residents of the town and neighborhood. In 1874 the authorities deemed it essential to remove the old landmark. The bodies were carefully removed to other cemeteries which had already been established and the borough authorities leveled the sand bank, laid the land out in lots and sold it. McKeesport's first city of the dead is now completely obliterated, the site being covered by dwellings, a church, a livery stable, etc., and what was once a quiet, country graveyard, sheltered by forest trees and dotted with grassy mounds above the remains of people once the pride of the town, has been transformed for other uses, made necessary by the march of progress.

The McKeesport and Versailles Cemetery Company was chartered at the June term of Court in 1856. It purchased twenty-six acres of land from the Huey heirs on June 30th, 1856, and the cemetery was formally dedicated on November 6th, 1856. On that day forty-five lots were sold for two thousand, four hundred dollars. The first election for a board of directors was held on August 5th, 1856, resulting as follows: James R. Hendrickson, John A. Miller, Hamilton Stewart, Andrew Christy, John



McKeesport and Versailles Cemetery Entrance.

Penney, George M. Boughman, Hugh Rowland and Samuel Foster. James R. Hendrickson was elected president; Alex. Miller, secretary and James B. Mitchell, treasurer. On December 2nd Robert Day was elected superintendent. On November 1st, 1857, the company transferred to the German Lutheran church one-half an acre of ground for one hundred dollars, and six dollars annual ground rent. At the present time the company owns about sixty-five acres of land, having purchased twenty-six acres from the Huey estate on June 30th, 1856, for two thousand, six hundred dollars; two acres from N. H. Clark, November 1st, 1858, for one hundred and eighteen dollars; twelve acres from Wm. George for three thousand dollars; twelve acres from R. L. Riggs and Mrs. M. Whigham, August 1st, 1882, for twelve thousand, five hundred dollars; six acres from John W. Stewart, October 12th, 1886, for six thousand, two hundred and thirty-four dollars; lot from James Evans, for three thousand dollars and two lots from A. E. Hall, September 10th, 1890, for four thousand, seven hundred dollars. The total cost of the land was thirty-two thousand, one hundred fifty-two dollars, but it is worth a great deal more to-day.

In 1892 the company erected a commodious residence for the superintendent, together with business offices and an entrance to the grounds, at a cost of about ten thousand dollars. The prices of lots vary from fifty cents to one dollar per square foot. The first interment was the remains of Jordon, son of Samuel and Eliza Blair, on November 15th, 1856. Up to the 26th day of June, 1894, the interments numbered five thousand, eight hundred and fifty-seven.

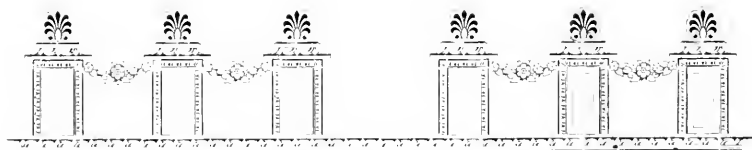
The present officers are S. O. Lowry, president; S. E. Carothers, secretary; J. B. Shale, treasurer. Oliver Black is superintendent. The cemetery is finely improved and it is one of the points of interest about the city.

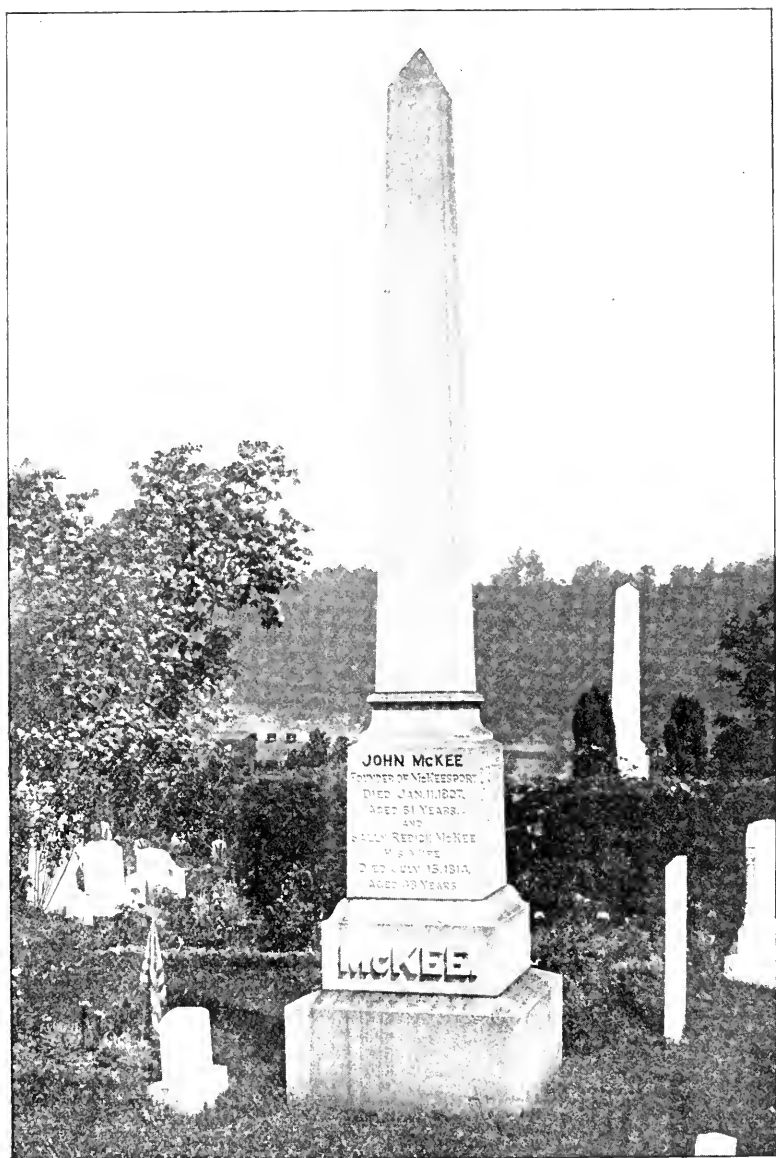
Fairview Cemetery, on Versailles avenue, east of Huey street,

containing six acres of land, was laid out by Samuel Clark and Wm. McMasters in the year 1858. The ground cost six hundred dollars. It was opened in the spring of 1861. After selling enough lots to refund the purchase price, the cemetery was transferred to a chartered company, which still controls it. The officers are James Biddle, president; George L. Brisbin, secretary; Ruel Smith, sexton.

The Catholics, in 1849, purchased one acre of land from Oliver Evans, at the head of Huey street, which was consecrated as a burial place for the people of that faith, and was used until it was filled. A larger tract, containing about six acres, was secured on Versailles avenue in 1872, and St. Joseph's Cemetery was established. It is still in use and contains some fine monuments.

St. Mary's Cemetery is east of Cherry Lane in Versailles township. The ground was purchased in 1888, the six and three-fourths acres costing four thousand, five hundred dollars. It was formally dedicated on October 14th, 1889, and on that day the remains of Father D. N. Harris, the first German Catholic priest in McKeesport, were removed from the old graveyard on Huey street to St. Mary's. Father Harris' remains were first interred in July, 1862.





THE MCKEE MONUMENT.
McKeesport & Versailles Cemetery. (see page 16).

McKeesport's Military Record.

IN early years the state law required all able-bodied men between the ages of twenty-one and forty-five years, to assemble once a year for military parade, inspection and instruction; and this law continued in force until about the year 1845. An event of no little importance each spring was the "Militia muster" and the populace generally turned out to witness the awkward evolutions of the citizen soldiery. All that portion of old McKeesport, above Fifth street, was an open common and it afforded a splendid field for these annual drills and inspections, the date of which was always looked upon as a general holiday for the people. Everybody turned out to see or to take part in the "round up," which was always followed by a series of amusements, joined in by young and old, and where the soldier boy played havoc with the heart of the simple maiden.

McKeesport and the township of Versailles furnished a showing for the war of 1812. Among those taking part in the conflict were Col. Wm. Longhead, Fauntley Muse, Maj. Wm. Caven and Jesse Sill.

At the present time there are two veterans of the Mexican war residing in the city, viz: Major John W. McCully and Wm. Sharp.

In the war of the Rebellion the call of Abraham Lincoln for three months men was the signal for the formation of a company of seventy-eight men, who left town under command of the following officers: Christopher Snyder, Captain; Fred Schaum, First Lieutenant; George Hart, Second Lieutenant. Among the

members of that company yet living here are Wm. Carr, James Gilchrist, Henry Hensel, George F. Ludwick, W. C. Means, Wm. Sloan, F. J. Tish and M. Ullmer.

Later in the Rebellion Co. I, Pennsylvania Reserves, and Co. I, Sixty-third Pennsylvania Volunteers, were recruited here. The first named company was commanded by Capt. W. Lynch, First Lieutenant, J. C. Walkinshaw and Second Lieutenant, Gus. A. Wenke. It consisted of one hundred and three members, who served with much credit, and the company was mustered out of service at Pittsburgh on May 13th, 1864. The second company named consisted of one hundred and thirty-one men, commanded by Capt. James F. Ryan; First Lieutenant George W. Gray and Second Lieutenant James F. McMullen. Capt. Ryan was promoted to Major on December 19th, 1863. Lieut. Gray was promoted to Captain of Co. C on July 26th, 1862. Lieut. McMullen was discharged July 24th, 1862. The company was mustered out on September 9th, 1864.

Many other citizens of McKeesport fought for the Union in companies and regiments from other localities, the details of which are not obtainable. Altogether it is estimated that McKeesport furnished Uncle Sam over five hundred good, true soldiers, who did their full share of the fighting to hold these United States together.

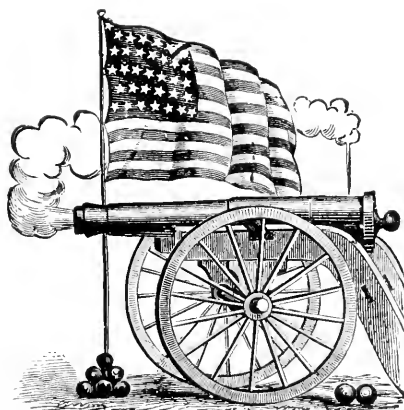
The old soldiers at present residing here, who served in the companies recruited here are, in part, as follows: In Co. I, Ninth Regiment, W. H. H. Lynch, Andrew Robinson, Robert Robinson, W. F. Young, John Tawney, Joseph Dougherty, Henry Stewart, Oliver Mains, Jacob Campbell, John Hurrell, Fred Schöeller and George Soles. In Co. I, Sixty-third Regiment, Thomas Hunter, Jacob Mains, Joel T. Painter, Alex D. Foster, Thaddens Clymer, W. P. Wampler, Samuel Fields, W. P. Gilbert, Daniel P. McIntyre, Wm. Packer, S. G. Penney, Randolph Reynolds, F. M. Taylor and Archie Watson. The town furnished two field

officers in Major J. McK. Snodgrass and Major James F. Ryan.

A complete history of the part McKeesport took in helping to put down the Rebellion would of itself form material for a large book. For the small town it was at the breaking out of the war, it sent to the front its full share of true men, who risked their all to save the Union.

Since the war there flourished for a time two companies of the State National Guard. Co. I. of the Eighteen Regiment was mustered in on March 15th, 1884, with John E. Speer, Captain; O. C. Coon, First Lieutenant and Thos. F. Wylie, Second Lieutenant. Co. K, of the same regiment, was mustered in on March 18th, 1884. Wm. Adams, Captain; John M. Jaycox, First Lieutenant, and Edward Runk, Second Lieutenant. These companies remained intact for several years but were finally disbanded.

The Grand Army of the Republic is represented here by Col. Samuel W. Black Post, No. 59, which is mentioned elsewhere among secret societies.





Soldiers' Monument.

The Soldiers' Monument.

MeKEESPORT always had a warm love for the Union soldier. It particularly reveres the memory of those who gave up their dearest possession, life, as a sacrifice upon the altar of their country. Many grassy mounds in the cemeteries of the city are surmounted by shafts of simple marble, whereon is inscribed a hint, or a suggestion, of how much they loved their country; and the quietude of their present resting places beneath the sod, are in violent contrast to the battlefield where the shot and shell carried death to so many of the brave. In their last, long sleep these soldiers are not forgotten. Their graves are watched over by loved ones and many a tear drops silently upon the mounds above them, as those who are left behind pause in kindly remembrance of the time when the now dead were living. Each Memorial Day a tiny flag that emblem around which "the boys" always rallied, and which cheered them on the march and in the battle,—waves above these graves in the soft, summer breeze; and with muffled drums, as if not to disturb the slumber of the soldier, old comrades gather and scatter sweet flowers above the dust of those who have answered the bugle-call for the last time, but who await the trump of Gabriel to summon all mankind for a last inspection and for a final distribution of the medals of award to all who have done their duty in this life.

Deeming it proper to erect a monument to the memory of the soldiers and sailors whose lives were sacrificed by the necessities of grim war, the soldier organizations and the citizens contributed to a fund for the purpose, and to-day there stands in a com-

manding position in Versailles Cemetery, a handsome shaft, of graceful proportions, an everlasting memorial to patriotism and heroism.

In 1889, the Cemetery Company donated the ground necessary for the site; and on July 4th, 1892, the monument was unveiled. It was erected at a cost of three thousand, three hundred and forty-three dollars. The ground around the monument is reserved for soldiers' graves.



Public Offices and Officers.

OUR records of municipal affairs date back to the time when McKeesport was a part of Versailles township. The government was crude in many respects, but it fitted the requirements of the times. Old McKeesporters figured quite prominently in politics. Indeed, John McKee is believed to have been quite a shrewd politician. He was a smart man, and smart men in those days usually had something to say in politics.

In 1828, Maj. William Caven was elected sheriff of Allegheny county, and in the absence of any scandal being handed down he must have been a good officer.

In 1840, Fauntley Muse was elected a member of the state legislature.

John Caven, son of Maj. William Caven, struck out for the West, and he became mayor of Indianapolis, Indiana, serving several terms, and was afterward made a state senator.

John P. Penney, a McKeesport boy, was elected to the Pennsylvania state senate, serving several terms and was speaker of the House for one term. He was a strong competitor of Andrew G. Curtin, for the nomination for governor of Pennsylvania, in 1863.

McKeesport has sent four of its citizens to the state legislature, viz: Thomas Penney and Alex. Millar, deceased, A. B. Campbell and Joseph A. Stone. John F. Dravo, a former McKeesporter, has served in the same body and has been collector of customs and has held other high political positions.

Perry Baker, a McKeesporter, was appointed by the governor, about 1854, as collector on the Pennsylvania canal, when it was a great highway of commerce.

Isaac N. Coursin was the first assistant assessor appointed under the internal revenue laws, and W. E. Harrison was the first deputy collector of the Twenty-second district. He was appointed under Lincoln's administration and he held commission under nine different presidents.

Gen. John A. Wiley, of the National Guard of Pennsylvania, one of the most noted of Pennsylvania's military men, spent a portion of his boyhood days in McKeesport.

Samuel E. Penney was appointed second lieutenant in the regular army, in the year 1862.

Coming down to later days, many McKeesporters have taken a greater or less interest in the political movements of the nation, state, county and city, and among them are some men of note.



McKeesport Professional Men.

McKEESPORT has furnished, from among its own boys, a fair share of professional men. As the clergymen probably stand first in the requirements of mankind, they will be mentioned first. McKeesport boys who became ministers of the Gospel are Revs. John M. Smith, John F. Dravo, William Penney, John Plummer, William Collier, Thomas J. Collier, Henry Heckman, Alex. Millar and Charles Millar—a total of nine. The total number of resident ministers in the city is twenty-seven. In addition to these protestant clergymen, Fathers Wertenbach, Romelfanger, Beane and others, of the catholic faith, lived their boyhood days in McKeesport.

Physicians: Drs. James E. Huey, William Penney, Jesse Penney, David Penney, James L. Penney, James W. Taylor, Hugh Brady, John R. Moore, Cadwallader Evans, T. L. White, H. W. Hitzrot, C. H. Hitzrot and others. The city now supports thirty-nine physicians.

Attorneys-at-law: Messrs. James Evans, W. A. Dunshee, T. F. Newlin, W. E. Newlin, T. C. Jones, Lincoln Jones, John P. Penney, John Caven, J. W. Bailie, John Edmundson, J. Douthett Gamble and J. D. Douglass. The total number of resident attorneys, is eighteen.

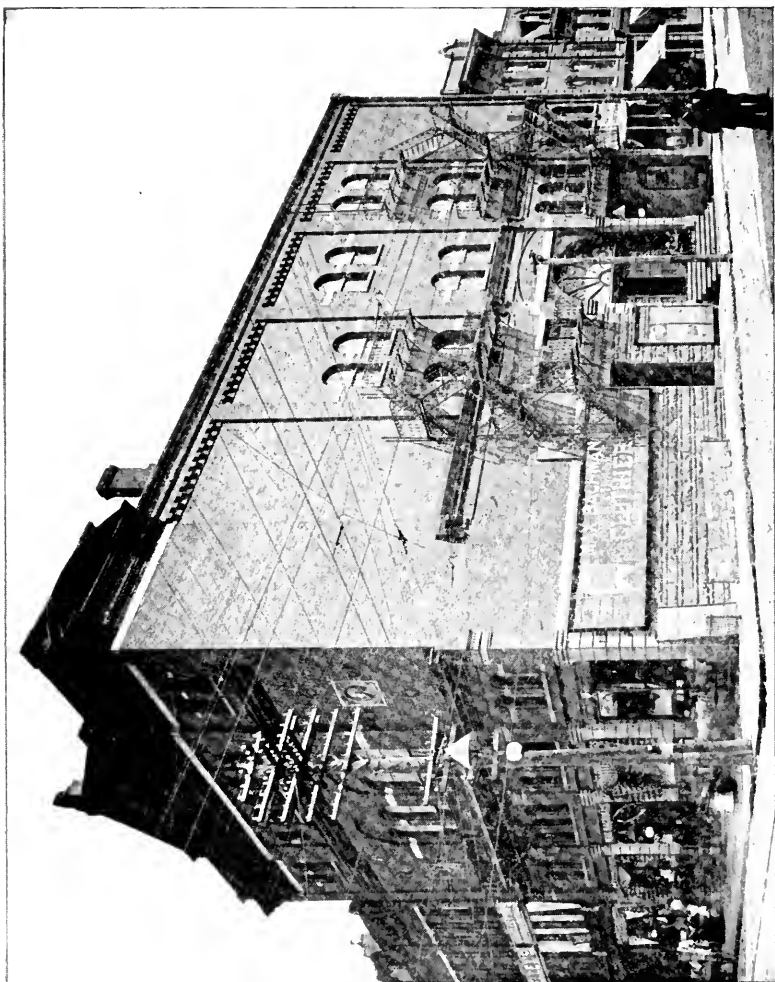
Editors: William King, a cousin of James Evans, was editor of the *New Orleans Times* during the rebellion. David G. Fickes edited the *McKeesport Standard*. John W. Pritchard, the *Paragon*; B. B. Coursin, J. V. Carothers and W. S. Abbott, *The*

Times: James L. Devenney and J. B. Shale, the *News*: W. H. and E. E. Hamilton, the *Sun*: John B. Scott, the *Record*, etc.

Bankers: James S. Kuhn, president of the First National Bank; James Evans, president of the National Bank of McKeesport; Samnel W. Shaw, president of the Citizens' National Bank, and others.

The above were all boys raised in McKeesport. There are others represented in different professions, but a complete list of the names is not obtainable.





White's Opera House, Fifth Avenue and Walnut Street.

McKeesport's Notable Public Buildings.

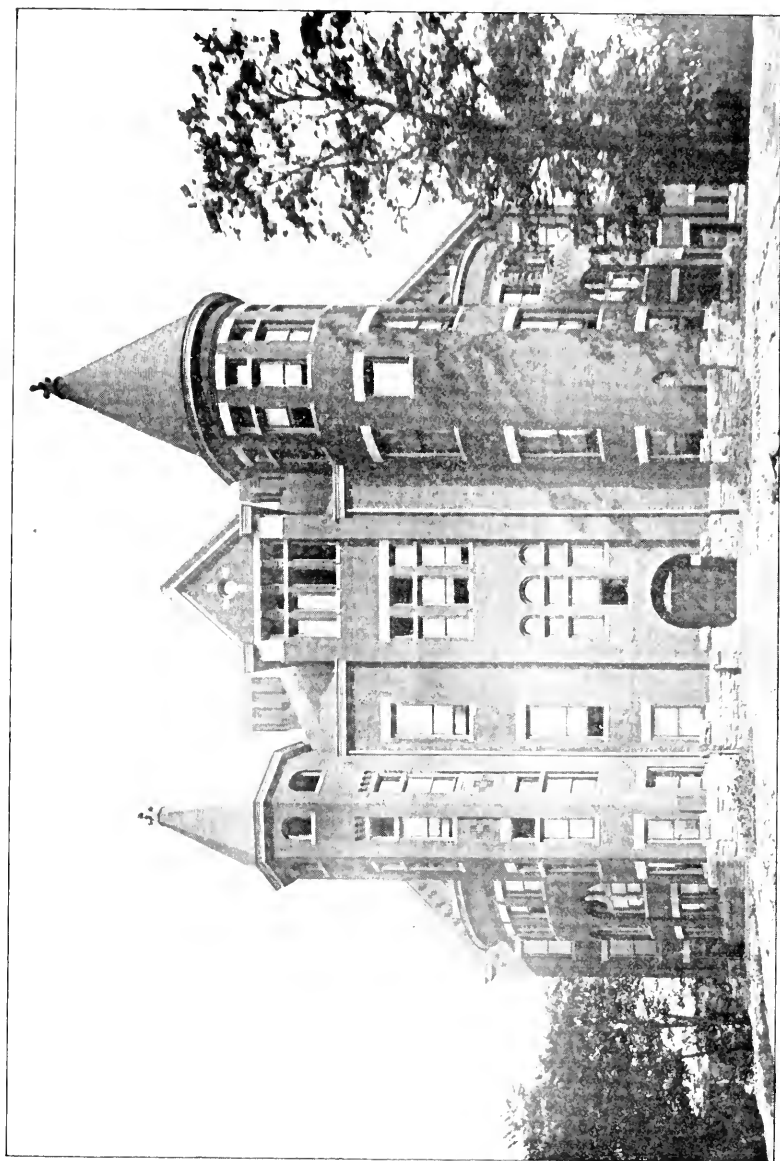
THE first public building erected in McKeesport, other than places of worship, was Odd Fellows' Hall, on Market street, erected in 1853, by a chartered company. It was regarded as a mammoth structure when built, and for a long time it was the only place in town available for entertainments. Now it is used for Lodge purposes only. W. E. Harrison is president and James L. DeLong is secretary of the company.

Masonic Hall building once contained an amusement hall but it is now devoted to Lodge purposes, Board of Trade rooms, etc. The building is quite imposing and is worth probably one hundred thousand dollars.

Franklin Hall building formerly stood at the corner of Fifth and Walnut streets, but it burned down several years ago and no public hall succeeded it.

White's Opera House was erected by the late James P. White. It is now the property of his son T. L. White. The building cost, originally, sixty-five thousand dollars, but recent expensive additions have increased its value to one hundred and twenty-five thousand dollars. The auditorium seats twelve hundred people and it ranks as one of the cosiest theaters on any of the circuits in the country. The theater was opened to the public, June 4th, 1883.

Altmeyer's Theater was erected in 1892, by George Altmeyer, but in 1893, he sold it to the Altmeyer Theater Co. It is a handsome structure and the only "ground floor" theater in the city. Its seating capacity is eighteen hundred, its cost was one hun-



McKeesport Hospital Building.

dred and fifty thousand dollars and it is claimed to be one of the handsomest theaters in the country.

The Oppenheimer block, at Fifth avenue and Market street, is the largest business block in the city. It was erected in 1892, and represents an expenditure of over one hundred thousand dollars.

The National Bank of McKeesport building is a fine structure, equipped with every modern convenience. The city offices occupy several of the floors. The building cost about one hundred thousand dollars.

The City Hospital was built in 1893, and was dedicated to public use, April 10th, 1894. It was undertaken through a resolution introduced to the Board of Trade, by Magnus Pflaum. It is a splendid building, pronounced to be one of the best in the state, for the purpose, and when finally completed will represent a value of upwards of one hundred thousand dollars.

Three fine new fire stations were completed by the city this year, all of which are modern in every respect. The central station includes the central police station.

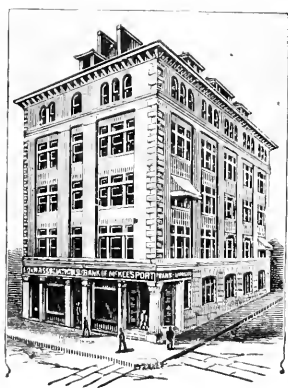
The Young Men's Christian Association building is a noteworthy structure, and it is a fine expression of the liberality of the citizens who have the welfare of the young men at heart. It was dedicated on May 10th, 1894. The building and site are worth, at least, fifty thousand dollars.

The Shaw building is a fine office block, corner of Fifth avenue and Coursin street. It is the home of the Citizens' National bank. The structure cost about seventy-five thousand dollars.

The Normandie block, owned by the White estate, is a fine structure which cost about eighty thousand dollars.

Among the notable church edifices are the First M. E., St. Peter's, St. Stephen's, Central Presbyterian, etc. All the city churches are of modern architecture and are up to the times in their general equipment.

Besides the buildings mentioned above, many others of a good character and of costly construction, grace the different thoroughfares, the whole forming a galaxy of modern architecture pleasing to the eye, indicative of enterprise, wealth and prosperity.





Altmeyer's Theater, Fifth Avenue.

Notable Fires.

THE first fire in McKeesport to destroy a building of any kind, was the burning of a cabinet shop, which stood on the present site of the McKeesport Light Company's power house. The exact year is not known. Several other small fires occurred at intervals, but the town sustained no serious loss until the rope walk, on Walnut street, burned on October 21st, 1868.

Thomas H. Patton's general store, corner Second and Market streets, was burned out about 1854, and this is believed to have been the first store fire to occur in the town. Strange as it may seem every building erected on that site since, has burned down.

In the spring of 1869 a fire swept the South side of Fifth street from Blackberry alley to Walnut street.

A large portion of the National Tube works was consumed by fire on April 9th, 1873.

The largest and most disastrous fire the town ever had, was on October 3rd, 1877, when the Enterprise Foundry & Car shops on the corner of Fifth and Walnut streets, were consumed. The fire spread and burned its way along the South side of Fifth street to the Baltimore & Ohio R. R., and crossing the street, burned off the buildings along the opposite side, from Walnut street to Isaac West's store; thirty-two buildings in all being destroyed.

In November, 1886, an extensive fire burned out the Axle department of the National Tube works.

The Patterson block, opposite the Baltimore & Ohio depot burned on December 31st, 1880.

On March 10th, 1886, *The Times* printing plant, then on Fifth street, opposite the Baltimore & Ohio R. R., was totally consumed by fire.

Since that date the fires have been of a rather small character, except that which burned up the City Mills on Jerome street and the destruction of Neel & Wampler's planing mills. The city is regarded as remarkably fortunate in escaping serious fires. In former years a citizens' bucket brigade was the only protection; later a volunteer fire department served the public; but now quite a metropolitan paid department guards the property of the people. Its record in conquering the fire demon is one to be proud of.



Roads and Boardwalks.

PRIOR to 1842, McKeesport, as is known, formed a part of Versailles township, and the streets of the town in those days were called roads. They were of the primitive character usually found in country districts, often filled with ruts and chuck holes, muddy in winter and dusty in summer. The town was subject to the laws governing the township. Tax payers were assessed a road tax, which they paid or "worked out" on the roads.

The first street, or road work, performed in McKeesport was by John Gregg, supervisor of the township, who, in 1835, plowed a furrow up each side of Market street to drain off the surface water.

The first street improvement made, before anybody thought of pavements, was a board sidewalk laid on Market street from the river to Sixth street, about the year 1848. Shortly afterward it was extended to Ninth street, crossing a ravine near Eighth street on a trestle-work twenty feet high. This innovation was considered a great stride and it spurred the citizens to further efforts in the same line. Soon thereafter boardwalks were extended along Fifth and other streets, until the townspeople could get around in bad weather without much discomfort.

When the town became larger and began to take on city airs, brick and stone were used to improve the streets, as well as the sidewalks; and boardwalks then became unlawful.





James R. Hendrickson, first burgess of McKeesport.

Our Municipal Life.

WHEN John McKee laid out the town, in 1795, he, no doubt, thought that some day it might become incorporated, but whether he had any anticipation, or even dreamed of the possibilities of his act after one hundred years had been unwound from the reel of the "Thread of Time," the past does not disclose.

Forty-seven years after the town was laid out, on September 3rd, 1842, McKeesport was formally chartered as a borough and on the 6th day of that month the first municipal election was held. As may be imagined that election was regarded as a most important event, for then was chosen the first rulers of the municipality. It is not recorded whether any political "bosses" lived here in those days of simplicity, but it is fair to presume that they were a later acquisition. The choice of the electors for the office of burgess was Capt. James R. Hendrickson, whose portrait appears on opposite page. The councilmen chosen were James W. Edgar, H. B. Sinclair, Hugh Rowland, Samuel C. Huey and Charles Fausold. (Of these councilmen but one is living, viz: Charles Fausold, who came here in 1836; and is still hale and hearty, at the age of eighty-three years). John Long was elected constable. Council was organized and elected Perry Baker, clerk, and James Penney, treasurer. These men shaped the course of the municipal bark which started out in life with considerable caution and for a time cruised very close to shore, hesitating to risk the deeper waters through which it so majestically sailed in later years.

The elections were held in the school house on the Diamond (see page 20) until it was moved to the rear of the lot adjoin-

ing the Presbyterian parsonage, where they continued until 1849. The poll was changed in 1850 to the new school house, corner of Sixth and Market streets, and remained there until the borough was divided into three wards, when each ward was provided with a separate poll.

The boundaries of the borough at the date of its charter were as follows: From the foot of Second street up the Youghiogheny river to Ninth street; thence to Walnut street, thence to the Monongahela river and thence to place of beginning. The limits were extended February 13th, 1847, to Eleventh street on the Youghiogheny river, to Huey street and to the Monongahela river. In 1873 the lines were again extended to include the present city lines, viz: From the foot of Second street along the Youghiogheny river to a point above the water works; thence East to Cherry Lane; thence North through the Fawcett farm to the State road; thence by said road to Fifth street; thence to the Monongahela river below the Demmler mills; thence along the Monongahela river to the place of beginning. This territory was divided into three wards. It now consists of eight wards.

The growth of the town has been steady ever since its incorporation and in later years has been very rapid. In 1842, the inhabitants numbered about five hundred, which increased slowly until 1870, when the government census reported it to be two thousand, five hundred and twenty-three. In 1880, the same authority gave it eight thousand, two hundred and twelve and in 1890 the government found twenty thousand, seven hundred and eleven people within its borders. To-day the population is estimated as being close to thirty thousand, and the tributary population is fifteen thousand more, making McKeesport substantially represent a population of about forty-five thousand persons.

Prior to the year 1871, members of council were chosen annually, but during that year the law was changed, which increased the membership to six, and required two members to be elected

annually for a term of three years each. In May, 1873, another change was made in the law, authorizing the election of three members each by the three wards, and this law held good as long as the town remained a borough.

In 1871, the entire police force consisted of one man, in the person of George Smith, and right well did he perform his duties.

Permanent street paving was introduced in 1867, by the letting of a contract on the 18th day of July, for the macadamizing of Fifth street from Market street to the Baltimore & Ohio R. R. The work was completed in that year. On October 18th, 1867, the contract was let for the macadamizing of Market street from the river to Sixth street, which was completed the following year, and about two years afterward the improvement was extended to Ninth street. In 1877, the Fifth street improvement was extended to Center street.

The first block-stone street paving was done on Fourth street, in 1883, by the Pittsburgh, McKeesport & Youghiogeny R. R. in exchange for the right-of-way along the street for its tracks. Walnut street followed with block-stone. The ordinance authorizing the paving to Eleventh street passed Council, July 2nd, 1883. Other street improvements followed in the order named: Shaw avenue, August 9th, 1884; Walnut street to Power's line, July 15th, 1884; Huey street, August 3rd, 1886; Jenny Lind street from Shaw avenue to Spring alley, July 11th, 1887, and continued to Fourteenth street June 13th, 1888; Fifth street, from Center street to the Iron bridge, May 7th, 1888, etc., etc. Huey street was the first to adopt fire brick for paving. Now it is used on nearly all side streets, Belgian block being preferred on the main thoroughfares. Brick streets have been used for eight years and are satisfactory. Of the fifty miles or more of streets in the city, over twenty miles are paved.

Sewering was introduced in 1878 by the construction of a large brick sewer up Walnut street, and from this grew a com-

plete system of sewerage which thoroughly drains the city streets and alleys.

Public wharfs or boat landings became essential years ago. The first was constructed at the foot of Market street about 1844. G. A. Forbes, an old riverman, was the contractor. The Third street wharf followed in 1852, and the Ninth street wharf in 1860.

About the year 1880, a vigorous movement was started to induce the borough to erect a water works. It was essential to the welfare of the people and to meet the demands of the rapidly growing community. Council undertook the construction under the superintendence of Hatch & Taylor, borough engineers, who designed the work; and on September 13th, 1882, it accepted from the contractors the works in complete operation, at a cost of one hundred and four thousand, three hundred and ninety-one dollars. The works have cost up to the date of the last report three hundred and seventeen thousand, nine hundred and ninety-seven dollars. They are operated on the reservoir plan, the basin having an elevation of three hundred and nine feet above low water mark. The higher elevations are supplied by what is known as the "high service system," the water being pumped by supplemental pumps, from the reservoir direct to the distributing mains, the pressure being regulated according to the amount of water consumed. The distributing system comprises twenty-nine miles of street mains. Three thousand and twelve permits have been issued to consumers and besides supplying these customers two hundred and three fire hydrants are provided for. The receipts by the department in 1893 were thirty-seven thousand, one hundred and thirty-nine dollars, and expenditures twenty-eight thousand, seven hundred and forty-two dollars. The daily average consumption of water is three hundred and eighty-four thousand, six hundred and nineteen gallons. The reservoir has a capacity of five million gallons and the pumping capacity of the works largely exceeds that for each

twenty-four hours service. The pumps are operated about half-time. The first superintendent was Joseph Ecoff, who was succeeded by John F. Nicoll. Council erected and had charge of the works until the borough was succeeded by the city.

Under the city charter the water works passed into the care of a water commission, elected in 1891, and consisting of A. Inskeep, George Mars and C. A. Walker. Mr. Mars resigned and was succeeded by Charles Patterson, and he with Messrs. Inskeep and Walker, compose the present commission.

The erection of the water works caused the abandonment of draw wells and pumps, did away with rain-water barrels at every home and knocked in the head a once flourishing industry, viz: the hauling of water from the river in wagons and its sale to the people.

McKeesport was formally incorporated as a city of the third class, in 1890.

In the administration of its municipal affairs McKeesport has made few mistakes and they were not of a serious character, being the fault of hasty action or the lack of good judgment. No scandal has ever disgraced the administration of its affairs at any period of its history.

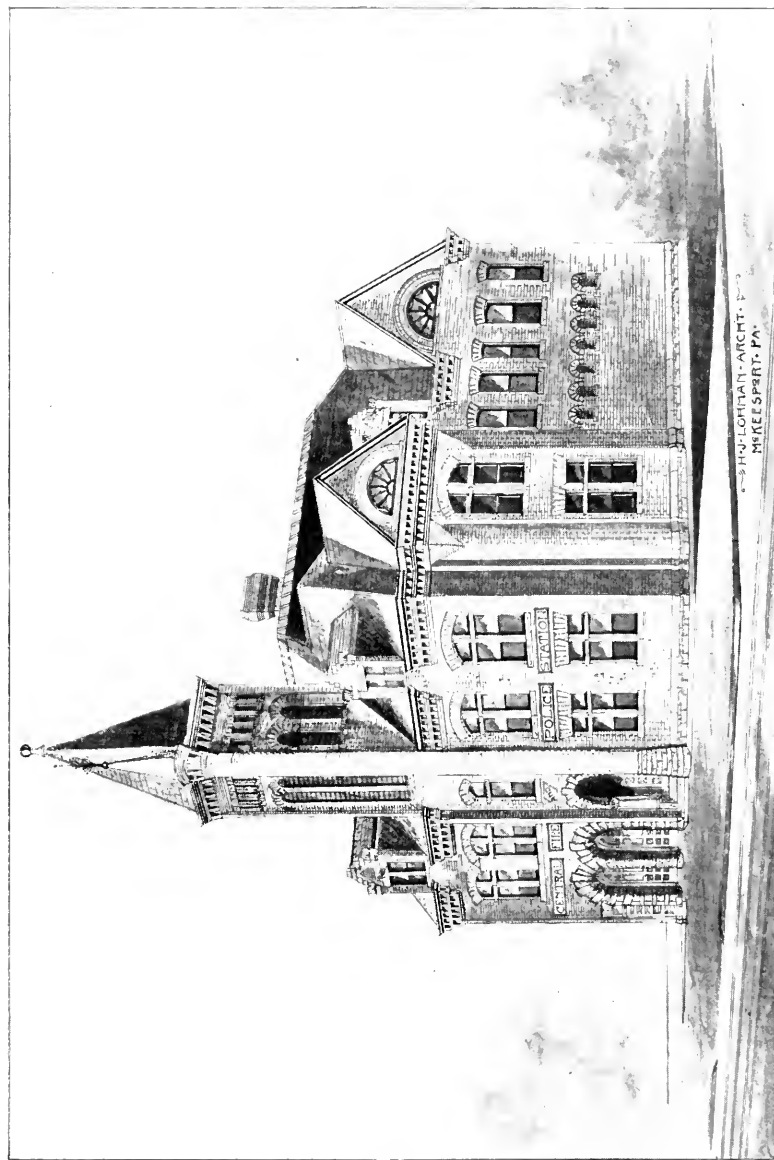


Swedish Newspapers.

McKEESPORT has a large Swedish population, and the necessity for a Swedish newspaper being apparent, the *Svenska Veckobladet* was established, in 1890, by Oscar E. Lindbom. The first number was issued on January 18th. It is a seven-column, eight-page weekly, devoted to Swedish news, paying particular attention to the interests of Swedes in Pennsylvania, Ohio and Northern New York. A. J. Lannis is editor. The paper is successful and claims to circulate in every state in the Union. It has a complete outfit and employs Swedish printers.

The *Swedish Messenger* was established, in 1892, by Rev. Kalberg. It was a weekly publication, but not proving successful it became defunct in 1894.





H. L. LUTHER - ARCHT. -
MCKEESPORT, PA.

Central Fire and Police Station.

The Fire Department.

OLDER citizens well remember the bucket brigade which did yeoman service whenever an alarm of fire called out the populace. Every citizen in town was expected to fall in line and pass along the buckets of water from the wells and rain-water barrels to the fire, and not infrequently from the rivers. For many years Samuel H. Hoffman was chief, or rather general director of the rabble that fought the fire fiend. It must be said, however, that the old bucket brigade did noble work and seldom did it fail to gain the mastery over a fire. Alarms of fire were given in those days by a general ringing of church and school bells, and the blowing of all the steam whistles in town. Upon hearing this signal, everybody in town considered it his duty to answer the alarm in person.

In 1873, a step was taken to improve the character of fire fighting by the formation of a volunteer company, known as the Eagle fire company. The citizens purchased a hand hook-and-ladder truck and several two-wheeled hose-reels, to be drawn by hand, and the bucket brigade was driven out of service. The Eagle company did good work for several years but the rapid growth of the town demanded a further step forward in the direction of better protection against fire, and, in 1885, Councils established a paid department, furnished modern hose-reels, hook-and-ladder trucks, horses, and a system of fire alarm telegraph. At present the department consists of three companies, located in different districts, housed in modern brick and stone fire stations, and supplied with the latest improved machinery for

fighting fires, except steam engines which are not necessary in this city, the reservoir pressure in the street mains being strong enough to force water through hose to the top of the highest building.

The paid department was organized July 8th, 1885, and it consisted of one man, Wm. A. King, who had charge of a hook-and-ladder truck and depended upon volunteers helping him when he turned out. The department was increased to include four men, on January 3rd, 1887, with James McQuade as chief. James McAllister became chief on October 3rd, and he still holds the office. The department now consists of three fire stations, fully equipped, twenty-one men and eleven head of horses. Horses were introduced in 1886 and a fire alarm telegraph in 1887. The city now possesses facilities for fighting fires that are ample in scope and creditable in character.



McKeesport's Burgesses.

THE first burgess of the Borough of McKeesport was Capt. James R. Hendrickson, mentioned in another part of this history. He was elected in 1842. He was succeeded by Wm. Cook, in 1843; Thomas Penney, 1844; Theodore Marlin, 1845; Thomas Penney, 1846; Oliver Evans, 1847; John Trich, 1848; Robert Shaw, 1849; John Wilkinson, 1850; J. B. Mitchell, 1851; Hugh Rowland, 1852; A. Atwater, 1853; T. M. Carroll, 1854 (the year during which the borough issued bonds to the Pittsburgh & Connellsville R. R. Company for one hundred thousand dollars); Thomas Lynch, 1855; Hugh Rowland, 1856; W. H. Hill, 1857; Robert Shaw, 1858; Thomas Penney, 1859 and 1860. Burgess Penney resigned his office on September 2nd, 1861, and on the same day every member of Council resigned. There is no record of the election of either burgess or councilmen to fill out that year, and consequently no taxes were levied and McKeesport was a municipality without a head. James H. Berry was elected burgess in 1862; John W. Patterson, 1863; Lewis Haney, 1864; Wm. Atwater, 1865; James R. Hendrickson, 1866-'67; A. W. Lukens, 1868-'69-'70-'71; W. P. Wampler (the boy burgess) 1872; James F. Ryan, 1873-'74; W. P. Wampler, 1875; Frederick Houghton, 1876-'77; John W. Scott, 1878-'79; A. Inskeep, 1880-'81-'82; Thomas Tilbrook, 1883-'84; B. B. Coursin, 1885; W. W. Hunter, 1886; B. B. Coursin, 1887; James H. McLure, 1888-'89; Thomas Tilbrook, 1890, who was the last burgess to serve the borough and he became the first mayor of the city.

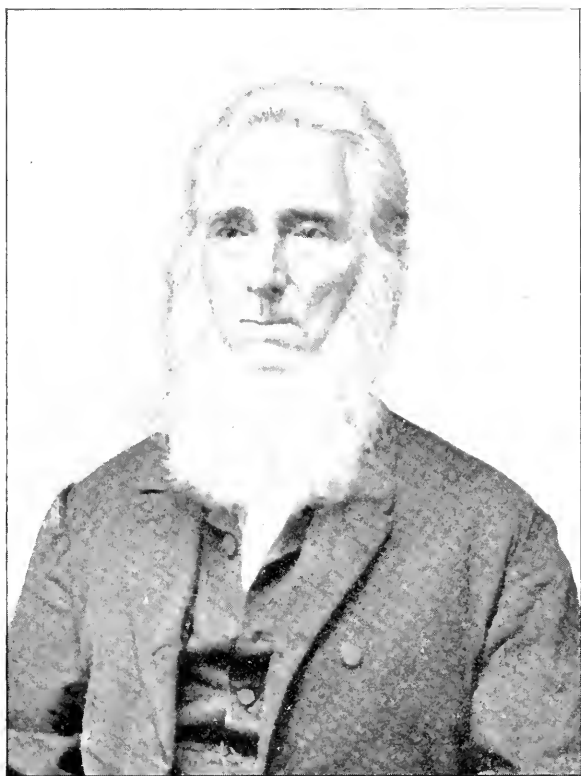
In earlier years the office of burgess was rather a sinecure, but during the last fifteen years of the borough's existence it became a very important office, its duties becoming more numerous each year and the responsibility heavier and heavier. The town had outgrown the scope of the laws governing boroughs. For years it was the largest borough in the state. The change from a borough to a city was necessary long before the change was made. At first the burgess drew no salary but afterward a small salary was attached to the office.



Justices of the Peace and Aldermen.

PRIOR to the passage of a law by the legislature making Justices of the Peace elective, they were appointed by the Governor of the state, and their commissions thus granted held good for life, or during good behavior. The first Justice appointed in this part of Versailles township was James Evans, who received his commission in 1820. He held office continuously until about 1840 when, on account of the disabilities of old age, he ceased to act. Robert Shaw was then appointed and he was in office when McKeesport received its charter of incorporation as a borough. The first Justice elected by the borough was Joseph Wampler. He served several terms. He was one of the oldest citizens of the town when he died, and he was a man of considerable local celebrity on account of his inventive genius. His opportunities in early life were very limited, having attended school but three months' time. When a boy of sixteen years he manufactured a clock, his only tools being a penknife, a gimlet and a knitting needle. The clock is said to have kept good time for a number of years. He became quite celebrated on account of his astronomical knowledge. He made barometers, microscopes, several large telescopes and a planetarium which is in use to-day in the New York Observatory, at Albany.

Justice Wampler was succeeded by John Evans, Joshua Goff, A. J. Brown, Lewis Haney, John Nesbit, James H. Berry, Robert Shaw, R. D. Jones, Wm. Munkittrick, A. Inskeep, Thomas Tilbrook, James L. Carroll, Robert Clark, J. B. McMarlin, D. C. Hughes, Thomas Daft, W. T. Dart, Joseph A. Skelley and Samuel Fields.



JOSEPH WAMPLER,
First Justice of the Peace of McKeesport.

The City of McKeesport.

MCKEESPORT having outgrown the swaddlings of a borough and discovering that a city, in all but the name, could not, without serious detriment to its prospects continue any longer, it took the necessary steps in the year 1890, to cast aside the old regime and it emerged, clothed as a third-class city. It was an important step, as it enlarged the scope of government and gave to the people rights and privileges, not obtainable under the borough charter. Thomas Tilbrook, who had been burgess, was elected mayor, George B. Herwick, controller and Jacob Everett, treasurer. Select Council chose R. J. Black for president, and the choice of Common Council for president of that branch was James Z. Andre. R. C. Rankin was elected city solicitor. The salary of the Mayor was fixed at fifteen hundred dollars per annum; controller, fifteen hundred dollars; treasurer, fifteen hundred dollars and solicitor fifteen hundred dollars.

The city officers in this Centennial year are James Z. Andre, mayor; George B. Herwick, controller; Frank M. Everett, treasurer; President of Select Council is James Campbell and of Common Council, John Gilchrist; Street Commissioner, Thomas McGraw; City Engineer, Fred W. Patterson; Health officer, Freeland Chester.

The Police Department includes Chief Geo. M. Fehr, two lieutenants, a sergeant and a city patrol numbering twenty-eight men. The Water and the Fire Departments are complete and McKeesporters are proud of their city government.

The changing of the corporation from a borough to a city, was a wise step. It gave McKeesport a new dignity, enlarged the

form of its government, and introduced new methods in all its departments which acceptably fulfill the requirements of the community. At once the city took upon itself metropolitan airs and it is advancing steadily along those lines. To-day it is a well governed city, generally recognized as perhaps the most notable city of its size in the commonwealth of Pennsylvania certainly the most wide awake and successful city in the West end of the state, outside of Pittsburgh.

Adjoining the city, and substantially forming a part of it, is the borough of Reynoldton. It was incorporated in 1887, and Thomas Reynolds served as first burgess. The present burgess is John Wall. The borough contains about three thousand inhabitants.

The borough of Duquesne was incorporated in 1891, and the people elected John W. Crawford, burgess. James Crawford is the present burgess. It is a live, pushing, manufacturing town and the citizens claim a population of seven or eight thousand people.

Christy Park was incorporated as a borough in 1893. George Smith was first burgess and being re-elected is still in office. The population is about two thousand persons.

Port View was incorporated in 1892. Robert Caughey was elected burgess and is still continued in office. The present population is about one thousand, but the opportunities for a large increase are very good. In point of territory covered it is said to be the largest borough in the United States. Prospectively it is a town of twenty or twenty-five thousand persons.

These boroughs and other contiguous settlements, not incorporated, form a fringe around the city of McKeesport, but to all intents and purposes they are a substantial part of the city.



A Recapitulation.

MCKEESPORT is a manufacturing city, ranking as the best in Western Pennsylvania, outside of Pittsburgh.

Indicative of the city's importance as a manufacturing center the following data is offered. It is from the government bulletin of the census of 1890, which gave manufacturing statistics of one hundred and sixty-five principal cities in the United States having a population of upwards of twenty thousand:

••The city reports in all one hundred and eighteen establishments coming under the head of manufactories. The totals are given under each head.

••Under the head of capital the value of hired property is given at one hundred and sixty-six thousand, eight hundred and ninety-six dollars; direct investment, ten million, nine hundred and seventy-nine thousand, eight hundred and twelve dollars; land, six hundred and thirty-one thousand, and twenty dollars; buildings, six hundred and ninety-six thousand, six hundred and twenty dollars; machinery, tools and implements, two million, nine hundred and fifteen thousand, two hundred and seventy-nine dollars. Live assets consisting of raw materials are reported at one million, two hundred and seven thousand, and ninety-six dollars; stock in process and finished products on hand, one million, nine hundred and fifteen thousand, three hundred and seventy-five dollars; cash, bills and accounts receivable and all sundries not elsewhere reported, three million, six hundred and fourteen thousand, four hundred and twenty-two dollars.

Under the head of miscellaneous expenses the figures are: Total, seven hundred and thirty-seven thousand, five hundred and sixty-two dollars; rent paid for tenancy, fifteen thousand, and ten dollars; taxes, one hundred and fifteen thousand, seven hundred and forty-six dollars; insurance, twelve thousand, nine hundred and sixty-one dollars; repairs, ordinary, of buildings and machinery, one hundred and fifty-six thousand, three hundred and forty dollars; amount paid to contractors, twenty-nine thousand, seven hundred and thirty-nine dollars; interest paid on cash used in the business, one hundred and twenty-two thousand, three hundred and fifteen dollars; all sundries not elsewhere reported, two hundred and eighty-five thousand, four hundred and fifty-one dollars.

Average number of employes and total wages are figured in aggregates: Average number, six thousand, two hundred and ninety-two; total wages, three million, four hundred and thirty-six thousand, five hundred and thirty-nine dollars. Officers, firm members, and clerks, males above sixteen years number two hundred and three and wages paid, two hundred and forty-three thousand, six hundred and eighty-five dollars. The females above fifteen years number eleven; wages, three thousand, two hundred and ninety-six dollars. Number of male operatives, skilled and unskilled above sixteen years, five thousand, five hundred and sixty-seven; wages, three million, seventeen thousand, three hundred and eleven dollars. Number of female operatives, skilled and unskilled, ninety-two; wages, twenty-four thousand, four hundred and ten dollars; number of children employed, one hundred and fifty-one; wages, twenty-four thousand, five hundred and sixty-two dollars. Piece-workers, males above sixteen years, two hundred and sixty-five; wages, one hundred and twenty-two thousand, three hundred and thirty-nine dollars; female piece-workers above fifteen years, three; wages, nine hundred and thirty-six dollars.

••Cost of materials used: Ten million, six hundred and seventeen thousand, three hundred and thirty-eight dollars; principal materials, nine million, seven hundred and sixteen thousand, eight hundred and sixty-five dollars; fuel, one hundred and seventy-six thousand, nine hundred and one dollars; renters of power and heat, one hundred and twenty; mill supplies, three hundred and three thousand, one hundred and forty-two dollars; all other materials, four hundred and twenty thousand, three hundred and nineteen dollars.

••Value of product: Total, seventeen million, four hundred and thirty-two thousand, seven hundred and twenty-one dollars; principal products, seventeen million, one hundred and fifty-one thousand, one hundred and seventy-one dollars; all other products including receipts from custom-work and repairing, two hundred and eighty-one thousand, five hundred and fifty dollars."

These figures were gathered by the Government in the early part of 1890, four years ago, at which time many new factories were projected and additions were being made to plants already in existence. These have since been completed and put into operation, and a similar condition applies to the sister town of Duquesne. The next Government census will show a wonderful increase over the figures given above. The financial, followed by the trade depression of '93-'94, has retarded, but has not stopped the growth of the city. Its past is a record of wonderful growth and prosperity and its future is surrounded by the halo of a golden bow of promise of a greater and grander growth, a more noble and more glorious existence.

Last May the county canvassers prepared their annual report to the Secretary of Internal Affairs, showing the number of taxables, amount of real and personal property taxed, and the amount of taxes assessed for state purposes in the county of Allegheny for the year 1894, and in that report McKeesport made the following showing:

Ward.	Value of real estate.	Aggregate amount of county tax assessed.	Amount of money at interest, in deeds and mortgages, judgments, bonds, notes, stocks, etc.
1	\$1,297,490	\$2,752 27	\$103,295
2	1,836,205	3,435 31	300,030
3	1,430,130	3,325 32	87,635
4	2,024,005	5,447 33	72,600
5	1,284,810	2,513 51	124,765
6	2,066,004	3,866 37	80,305
7	1,402,140	2,817 00	168,610
8	1,027,050	2,287 44	39,030

In the recapitulation at the close of the report this city appears as below:

Number of taxables.....	8,343
Real estate.....	\$12,970,595 00
Real estate exempt.....	1,140,100 00
Real estate taxable.....	11,830,495 00
Horses, mares, geldings and mules.....	500
Value of horses, etc.....	\$ 36,990 70
Number of meat cattle.....	70
Value of meat cattle.....	\$ 1,345 00
Salaries, emoluments of office, etc.....	1,349,300 00
All property taxable for county.....	13,222,725 00
Amount of county tax assessed.....	26,445 00
Money at interest, etc.....	994,270 00
Value of stages, etc.....	4,685 00
All property taxable for state.....	998,955 00
Amount of state tax assessed.....	3,995 82

These figures represent the values placed upon property by the ward assessors and so far as the real estate is concerned, are much below its actual value, such valuations usually being from one-half to two-thirds the actual value, or, in other words, the amount that properties would sell for at forced sale, under any circumstances that might necessitate such sales. These figures indicate a strong and healthy community.

In this, our Centennial year, we stand upon the pinnacle of a success well earned. We find ourselves an incorporated city of the third class, having within its corporate limits twenty-seven churches, eighty-two school-rooms, with sixteen more under con-

tract; fifty-two secret and beneficial societies; three daily and one weekly newspapers; three national and one state banks with a combined capital of six hundred thousand dollars, and in fairly good times an average deposit of over two million dollars; one hundred and eighteen mills and industries, employing over fifteen thousand hands, which, when running full, pay out in wages over one hundred thousand dollars per week. We have over twenty miles of finely paved thoroughfares out of a total of fifty miles of streets; a complete system of sewers; about fifteen miles of electric street railways; a finely equipped fire department; a complete water-works system, capable of supplying a much larger population; four lines of steam railways furnishing competing "through freight rates" to any railway station in the country, and which transport one million, eight hundred thousand tons of city freight per annum; an electric light plant; natural and artificial gas plants; four passenger bridges; two railway bridges; three miles of water-front connecting the city with all the navigation of the Ohio and Mississippi valleys and soon to be connected to the great lakes by a ship canal; two metropolitan theatres; a magnificent hospital; a board of trade; Young Men's Christian Association, etc.

A fair, conservative valuation placed upon the city is twenty million dollars and the population, including the suburbs, closely approximates forty-five thousand.

This is the city of which we have attempted an historical and statistical description, from its inception to its Centennial year. This is the city which stands out prominently as the giant of the industrial communities surrounding it, the monarch of the valley, the peerless princess of the Monongahela. It is the metropolis of the Monongahela and Youghiogheny valleys, at the confluence of the rivers, on the lines of the leading railway systems of this great country, anchored to a prosperity thoroughly established upon a foundation financially as secure as the rock ribbed

hills which surround and guard the city; and McKeesport cannot help increasing its prosperity, adding to its great industries, enlarging its territorial limits, increasing its population, gaining a far greater prestige and of finally reaching the summit of that measure of success which every loyal, energetic, progressive American city seeks to attain. The past has already demonstrated the strength that this young city is capable of developing. The future is faced with confidence and the people enter upon the second century of the life of McKeesport, strong in the conviction that the Great Ruler of the Universe regards the community with especial favor. The successes of the past will be discounted by those of the future and the generations following the celebration of the city's Centennial, will say that their predecessors turned over to them a substantial foundation to build upon.

McKeesport is proud of her success, her possessions, her past and the promises of the future. A spot in the tangle of the frontier forest one hundred years ago, surrounded by a wilderness -- a locality where the sturdy pioneer fought with the Indian for possession and won -- has grown into the splendid city to-day, surrounded by an industrial activity and capable of industrial achievement, that is and will continue to be the wonder of the nations of the world.



Officers of the City of McKeesport, 1894

MAYOR,

James Z. Andre.

CONTROLLER,

George B. Herwick.

TREASURER,

Frank M. Everett.

SOLICITOR,

Robert C. Rankin.

CITY ENGINEER,

Fred W. Patterson.

Members of the Select Council.

FIRST WARD, Thomas Farnan.

SECOND WARD, James Campbell.

THIRD WARD, John P. Allman.

FOURTH WARD, W. T. Miller.

FIFTH WARD, Robert Taylor.

SIXTH WARD, Oliver Black.

SEVENTH WARD, Harry Myers.

EIGHTH WARD, Oliver G. Jones.

Members of the Common Council.

FIRST WARD, James Y. Caughey, D. H. Powers.

SECOND WARD, Edwin Soles, Alfred B. O'Neil.

THIRD WARD, A. N. Myers, W. H. West.

FOURTH WARD, James E. Patterson, George F. Graff.

FIFTH WARD, Daniel G. Donovan, George H. Lysle.

SIXTH WARD, James Stratton, Samuel O. Lowry.

SEVENTH WARD, Peter Kenney, W. K. Herbert.

EIGHTH WARD, John Gilchrist, J. C. O'Connor.



School Controllers of McKeesport, 1894.

PRESIDENT,

F. W. Burlingame.

SECRETARY,

James D. Foster.

TREASURER,

Frank M. Everett.

Members.

FIRST WARD, A. B. Fox, George Tate.

SECOND WARD, L. P. Chester, Amzi Morgan.

THIRD WARD, Randolph R. Reynolds, Joel T. Painter.

FOURTH WARD, F. W. Burlingame, John M. Kinkaid.

FIFTH WARD, Daniel S. Tobin, Edward M. Trich.

SIXTH WARD, J. W. Fawcett, J. L. Hammitt.

SEVENTH WARD, James D. Foster, George Fehr.

EIGHTH WARD, Alex. Lugner, George Weyer.







APPENDIX.





McKeesport's Centennial Celebration.

THE project of gloriously celebrating McKeesport's Centennial was talked over informally for many months before anything like a definite plan was formulated. Little knots of old-timers would find themselves in a reminiscential mood on the curb-stone or in offices. School days, and the times of coal-boat floating were lived over again; loquacious excursions were made in search of names carved on the old school house; dates and incidents were contradicted or assented to, and diaries and old records were unearthed for the next chance meeting. Thus the months passed, serving only to revive memories and create more enthusiasm for the general reception of the proposition to have a celebration that would be worthy of the worthy cause.

But who should take the initiative? Who undertake the responsibility of the Centennial? It was assuredly not in the province of the City Councils; no historical society existed or could be created in the now too brief time remaining, with necessary paraphernalia and equipment to push the project; nor was there any organized association of old residents to act as sponsors; nothing but the pervading idea that *somebody* ought to *do* something.

Finally it was determined to allow the Board of Trade to assume the responsibility of the celebration, and at a meeting of that body on July 25th, 1893, W. E. Harrison offered a motion which is recorded in the Board of Trade proceedings as follows:

"On motion of Mr. Harrison a committee of five be appointed by the president, to suggest a general plan of conducting a Cen-

ennial celebration of the one hundredth anniversary of the founding of McKeesport. The motion prevailed and the president [Magnus Pflaum] appointed the following committee: W. E. Harrison, J. D. O'Neil, Robert Taylor, Francis Gannon, J. D. Evans."

The deliberations and action of this committee are somewhat fully indicated by the report to the Board of Trade at the next meeting. To quote again from the minutes of that body under date of August 29th, 1893:

"The committee on Centennial Celebration submitted the following report:

"The committee appointed by the Board of Trade to suggest the most feasible manner of arranging for the one hundredth anniversary of the laying out of the "town" (now city) of McKeesport, met and elected J. D. O'Neil secretary, and after a full interchange of opinion, decided to report in favor of appointing a general committee of nine members of the Board of Trade, consisting of the following persons: Capt. A. B. Campbell, W. J. Sharples, Jno. K. Skelley, W. P. Wampler, J. D. O'Neil, Robt. Taylor, James. L. Devenny, John W. Stewart and W. E. Harrison to have full charge of all arrangements, designate the date, plan the details, decide and control all matters pertaining to the celebration, and to report progress at the regular meetings of the Board of Trade.

"On motion the report was received and the action of the committee ratified."

Proceedings of the General Committee.

Acting under the authority of the resolution of the Board of Trade, of August 29th, 1893, the General Committee at once went to work. Although there would doubtless be a year elapse from their appointment until the celebration exercises were con-

summed, no time must be lost. Any mistake or shortcoming in the details of the Centennial would be laid to their official incapacity, while their success would redound to the credit and glory of the whole community.

On September 14th, 1893, the committee formally organized for work, by selecting W. E. Harrison, president; John W. Stewart, secretary and W. P. Wampler, treasurer.

Weekly, bi-weekly, daily meetings then followed. Each member gave largely, liberally, of his time to the work of the General Committee, to consultation with sub-committees, to collection of historical data, to resurrecting and securing relics, to formulating methods for enlisting the cooperation of all citizens, to raising funds to defray expenses in a time when funds were very hard to secure, and to keeping steadily at work the auxiliary committeemen.

Every available means of advertising was sought and embraced; the local newspapers were afforded full access to the records of the committee, as of each sub-committee, and nobly did they handle all tips and items which might conduce to the dissemination of information as to the actions, desires and intentions of the managers; invitations and circulars were placed judiciously; former residents sought out in their widely separated haunts and urged to revive their memories of early years, and interest themselves as of yore in the city.

Merchants, attorneys, physicians, business men, and all who have occasion for correspondence were urged to have placed on their stationery, either in printed or stamped form, some appropriate inscription calling attention to the coming Centennial and requesting the attendance of all who might peruse the inscription. The General Committee adopted and recommended a stamp embracing the idea, and it was largely used.

Much of the routine labor and worry of selecting committees was left to the respective chairmen, whom the General Com-

mittee appointed early, with instructions to select and refer to them for revision, a list of at least ten colleagues. The only restrictions placed on these various sub-chairmen were that they should not select members of the General Committee nor chairmen of other committees, and that they should endeavor to perform the duties assigned to them by the General Committee. These duties in the main were outlined in the report of a special committee appointed for that purpose on January 19th, 1894, consisting of W. J. Sharples, W. P. Wampler and A. B. Campbell, with President W. E. Harrison.

That report as adopted and spread on the minutes of the General Committee is appended:

History.

To collect all data, arrange, prepare and publish the same in book form.

Finance.

To solicit and collect all moneys necessary for carrying on the celebration, turn over the same to the general treasurer, receive voucher therefor, and approve all bills previous to payment.

Invitation.

To prepare forms of and issue invitations to prominent persons whom it may be considered desirable to invite; also to ascertain the post-office address of former citizens and invite the same; also to meet them on their arrival and escort them to the Entertainment Committee.

Speakers.

To invite such speakers for the occasion as may be determined upon, to meet and take charge of them on arrival, and see that their entertainment is provided for.

Procession.

To arrange and take charge of all processions and parades; select routes and all other details pertaining to the same.

Military.

To arrange for such military displays as may be decided upon; also see to having arrangements for firing salutes.

Music.

To arrange for both instrumental and vocal music, such as may be found necessary for the occasion.

Entertainment.

To arrange for entertainment of all guests of the city; and, as far as practical, see that ample provision is made for entertainment of strangers.

Press and Printing.

To see to proper advertising of the Centennial and arrange for all printing that may be necessary.

Churches and Sunday Schools.

To aid the General Committee in such manner as may be decided upon in conference hereafter.

Societies, Unions and Clubs.

To invite and arrange with all societies for participation in the parades; to acknowledge acceptance of the same and report to chairman of committee on procession.

Antiquarian.

To arrange for a suitable place; collect and arrange for exhibiting all relics, or pieces of antiquity, that would seem to be interesting for such an occasion; take charge of the exhibit and

give vouchers for the safe return of any material loaned for the occasion.

Fire Works.

To purchase any fire works that may be deemed necessary and take charge of the display.

Transportation.

To arrange with the railroad companies for special rates of fare and provide carriages for the guests and distinguished persons in the processions.

Decoration.

To attend to such decorating as the General Committee may decide upon; urge all citizens in matter of decoration; to request whistles and bells of city and environs to blow and ring at noon, announcing dawn of Centennial.

The above committees, in compliance with the action of the Board of Trade, are to confer with the General Committee; report all proceedings and be subject to the approval of General Committee.

Among the more difficult questions to decide, aside from the all important one of finance, was that of date. At the very first session of the Committee that subject was thoroughly discussed and a time selected. Afterward contention was made and much pressure was brought to bear to have the festivities cover two days. The second day's program was accordingly added.

Then the G. A. R. encampment very inauspiciously changed the date of its assembling, in the adjoining city of Pittsburgh, to exactly the same days on which McKeesport desired to engage the undivided attention and admiration of the world. This clash of interests would prevent reciprocal participation, the undeniable desire of many, so in a spirit of generous forgiveness and veneration to the worthy veterans, our date was changed to

August 29th and 30th. This date was soon found to be unsuitable for many reasons, and another and the third date was selected, which now seems to be the one that should first have come to mind, after the determination to have the celebration in the fall—that of September 13th and 14th. Just following the G. A. R. encampment in Pittsburgh, it will permit many persons from distant parts of the country to participate in both demonstrations, who otherwise would be able to indulge in only one. Other and similar reasons seem to point to the perfect adaptability of the date finally fixed.

Funds must be raised to carry out any project. The more general and public the object the more difficulty there is in getting to the source of financial supply. Owing to the forcible closing of our iron mills on account of labor troubles, it was not apparent from whence a guarantee of expenses could be secured by the General Committee. On May 14th, 1894, John W. Stewart presented the following paper which was adopted:

“Whereas, the proposed celebration of our Centennial year seems to meet with the universal approval of our citizens; and as we anticipate profitable returns in the future from this advertising of our city; and as it is no unusual thing for municipalities to contribute to public demonstrations, therefore

“Be it resolved that the Mayor and Councils be requested to make an appropriation of one thousand dollars toward assisting to defray the necessary expenses of the same.”

Councils, after due consideration, adopted a joint resolution making the appropriation petitioned for.

This sum, with liberal subscriptions from citizens, it was thought would aggregate an amount sufficient to cover all expenses, although the expenses were necessarily large, including printing, rent, music, transportation, vehicles for distinguished speakers and guests, entertainment, and the hundreds of items involved in such an enterprise.

The Antiquarian Committee exhibited its display on three days, in Coliseum Hall, in the building bounded by Sixth avenue, Tube Works alley, Shaw avenue and the Baltimore & Ohio R. R. The central and accessible location of this exhibit was of great advantage to visitors. The attendants and attachees appeared attired in characteristic costumes representative of different styles of dress in vogue during the past century. The antique articles and relics promised and secured for exhibition assured a display of considerable extent, consisting of bronze, china and pewter ware and utensils, costumes and textile fabrics, implements of various trades, manuscripts and books, title papers and records, Indian relics and weapons of warfare, relics of Braddock's march through this city, jewelry, coin, maps, newspapers, paintings and pictures, household furniture, McKeesport's first postoffice, etc., most of which relics had a local signification, few exhibits having had a national character.

The Invitation Committee distributed and mailed five thousand handsomely engraved invitations, which found their way to all points of the country. The object thereof was two-fold—to advertise the city and to enlist the assistance of former residents and insure their attendance. The records of this committee show that invitation was extended to President Cleveland and his cabinet and other heads of the Federal Government at Washington, to Governor Pattison, his advisors and staff and all heads of our State administration, to the Mayors and Councils of Philadelphia, Pittsburgh, Allegheny, and all or nearly all cities within the state, to each of the Burgesses and Town Councils of the nearly fifty boroughs within Allegheny county, to the municipalities in adjoining and nearby counties, to U. S. Senators and Representatives of this state, to State Senators and Representatives from this county, to each of our County Court Judges (eleven in number), to Ex-Judges of County Courts, to the officials of adjoining states and to hundreds of other repre-

sentative officials and bodies, to secret societies and fraternities, lodges, organizations, clubs, corporations, associations, not to mention individuals nationally or locally eminent either from political preferment or from financial, literary or professional attainment.

By the Committee on Press and Printing was prepared and sent out, in addition to the regular invitations, a special invitation to three thousand newspapers to send representatives to praise or criticise our city and our celebration, to verify or disprove the claims set forth in an accompanying statement of McKeesport's superior advantages—advantages almost unexcelled. Headquarters and entertainment were provided for visiting newspaper men and journalists.

The reception and grand Centennial ball was in charge of and under the management of the Entertainment Committee.

Early in the work of the General Committee a generous offer was made by S. S. Marvin, of Pittsburgh, to donate a large national flag to the celebration and a small flag to each pupil of the schools of the city. This donation was thankfully accepted, the large flag ordered to be turned over to the municipal authorities after the celebration, and the small flags, to the number of five thousand, seven hundred, distributed among the school children to be carried in the second day's parade.

The Music Committee afforded profitable entertainment and recreation by a large vocal and instrumental concert in White's Opera House, corner of Walnut street and Fifth avenue. The chorus comprised nearly, if not quite all, the singing societies of the city and prominent vocalists of the community. The programme very appropriately included popular and patriotic selections.

The Two Day's Programs.

The programs, order of parade and routes of procession, as determined upon at the time when these pages were put in type, are appended

Centennial Day.

THURSDAY, SEPTEMBER 13th, 1894.

Chief Marshal: THOMAS TILBROOK.

Twelve o'clock noon: Ringing of bells, blowing of steam whistles, booming of cannon, to announce the dawn of the Centennial.

Formation of Procession.

1.30 P. M., cannon salute as signal for starting procession.

First Division. Form on Market street, right resting on South side of Fifth avenue.

Second Division.—Form on Market street, right resting on North side of Fifth avenue.

Third Division.—Form on Fifth avenue, right resting on West side of Market street.

Route.

Fifth avenue to Walnut street, to Sixteenth avenue at city limits, countermarch to right on Walnut street to Ninth avenue, to Market street, to Second avenue, to Walnut street, to Fifth avenue, to Riverton street, countermarch to right on Fifth avenue, to Coursin street, to Shaw avenue, to Huey street, to Versailles avenue, to Evans' Commons, pass in review, and disperse.

Four o'clock: Speeches by eminent men, on Evans' Com-

mons, near Central Presbyterian Church, at corner of Versailles avenue and Union street. Presiding officer, Frederick Rhodes, who was born within a few hundred feet of the site of the speakers' stand, ninety-one years ago.

Ox-Roast on Evans' Commons.

Eight o'clock: Reception and Centennial ball.

Antiquarian display in Coliseum all day and evening.

Order of Procession.

SIXTEEN POLICE, MOUNTED.

"OLD GUARD" OF WASHINGTON, D. C.

ESCORT OF HONOR.

CHIEF MARSHAL THOS. TILBROOK AND STAFF.

MILITARY.

SECRET SOCIETIES, LODGES, UNIONS, CLUBS AND ASSOCIATIONS.

CIVIC ORGANIZATIONS.

MEXICAN WAR VETERANS, IN CARRIAGES.

BOARD OF TRADE, IN CARRIAGES.

DISTINGUISHED SPEAKERS AND GUESTS, IN CARRIAGES.

MAYOR, SELECT AND COMMON COUNCILS AND CITY OFFICERS,
IN CARRIAGES.

VISITING MUNICIPAL OFFICERS, IN CARRIAGES.

BOARD OF EDUCATION, IN CARRIAGES.

CITIZENS IN CARRIAGES.

INTERSPERSED WITH BANDS OF MUSIC, HUMOROUS AND FANTASTIC FEATURES, ETC., ETC.

Industrial Day.

FRIDAY, SEPTEMBER 14th, 1894.

Chief Marshal: J. D. O'NEIL.

One o'clock: Industrial and Civic parade.
Balloon Ascension and other attractions on Evans' Commons.
Eight o'clock: Centennial Concert, White's Opera House.
Antiquarian display in Coliseum all day and evening.

Order of Procession.

INDUSTRIAL DISPLAY CONSISTING OF FLOATS, REPRESENTATIONS
OF ANCIENT, MODERN AND RECENT METHODS
OF PRODUCTION, NATURAL AND MAN-
UFACTURED PRODUCTS.

PUPILS OF PUBLIC AND PAROCHIAL SCHOOLS, IN VEHICLES AND
ON FOOT, EACH CARRYING A FLAG.

REPRESENTATION OF OLD LOG SCHOOL HOUSE.

REPRESENTATION OF MODERN BRICK AND STONE SCHOOL
BUILDING.

OLD-TIME PEDAGOGUES.

PRESENT PEDAGOGUES.

HUMOROUS FEATURES, ETC., ETC.

The Standing Committees.

Following is a complete list of the standing committees appointed to look after the details of the celebration, to appoint necessary sub-committees and to have the general supervision of the demonstration, under the general direction of the Board of Trade committee:

Centennial Committee.

Harrison, W. E., President,
Campbell, Capt. A. B.,
Devenny, J. L.,
O'Neil, J. D.,
Sharples, W. J.,
Skelley, J. K.,
Stewart, John W., Secretary,
Taylor, Robert,
Wampler, W. P., Treasurer.

Finance.

Bailie, J. W., Esq., Chairman,
Cronemeyer, W. C.,
Davitt, John F.,
Finley, Samuel F.,
Pitts, E. W.,
Rhodes, D. H.,
Stewart, H. C.,
Volk, B. Jr.,
Williamson, A. K.,
Wood, T. D.

Incitation.

Douglass, E. P., Esq., Chairman,
Albig, J. W.,
Andre, James Z.,
Applegate, W. A.,
Campbell, James,
Douglass, J. D.,
Gardner, T. D.,
Gilchrist, J. W.,
Myers, Harry,
McCune, P. W.,
Pitts, E. W.,
Rhodes, D. H.,
Tawney, Chas. A.,
Volk, B. Jr.

Procession.

Tilbrook, Thos., Ex-Mayor, Chairman,
Altmeyer, George,
Boyd, A. S.,
Brooks, H. F.,
Brown, Chas. H.,
Campbell, Capt. A. B.,
Campbell, James,
Crawford, Capt. T. C.,
German, Wm.,
Hardy, D.,
Herwick, Geo. B.,
Jones, O. G.,
Lynch, Capt. D. H.,
May, R J ,
Patterson, F. W.,

Shaw, A. Y.,
Spangler, J. K.,
Stewart, Henry,
Williamson, A. K.,
Wood, T. D.

Military.

Thompson, Capt. W. E., Chairman.
Broberg, A.,
Coon, Capt. O. C.,
Durfee, Lieut. L. L.,
Jaycox, Lieut. Jno. M.,
Mortimer, J. V.,
Skelley, Jos. A.,
Speer, Capt. J. Ewing.
Stewart, Lieut. H. C.,
Wiley, Lieut. Thos. F.,
Wood, John A.

Music.

Davis, D. H., Chairman.
Bell, W. H. H.,
Brooks, H. F.,
Corl, Jerry W.,
Lindbom, O. E.,
Mills, Robt.,
Murphey, E. P.,
Schuetze, Fred,
Taylor, C. W.,
Wampler, F. C.,
Wodka, Felix.

Churches and Sunday Schools.

Young, Rev. A. L., United Presbyterian, Chairman.
Bockstahler, Rev. J., German M. E.
Darbaker, Rev. H. D., Reformed.
Forrester, W. T., Y. M. C. A.
McCarrell, Rev. J. J., Presbyterian.
Nolan, Rev. Jas., Roman Catholic.
Risher, Rev. Levi, (Dravosburg) Presbyterian.
Rupp, Rev. J. C. F., English Lutheran.
Ryan, Rev. W. M., Baptist.
Schmidt, Rev. Gustave, German.
Strand, Rev. O., Swedish.
Terbush, Rev. G. W., M. E.

Societies, Unions and Clubs.

Myer, G. F., Chairman.
Blakely, J. F., Protected Home Circle.
Broberg, August, North Star Lodge, No. 389, K. of P.
Butler, Jas. J., St. Peter's Lyceum.
Chester, Frank J., Versailles Council, Royal Arcanum.
Clark, J. W., No. 16, A. B. A. O. Hibernians.
Davis, F. V., No. 6459, A. O. Foresters.
Eastwood, J. K., Versailles Council, No. 691, Jr. O. U. A. M.
Falkenstein, G. J. F., B. P. O. Elks.
Farley, Owen, Emeralds.
Farnan, Thos., A. O. Hibernians, No. 16.
Finch, Major N., Mexican Veterans.
Gannon Francis, C. M. B. A., No. 26.
Golden, Adam, Colored Odd Fellows.
Grant, W. G., U. S. Grant Council, O. U. A. M.
Haberman, Fred., Alliquippa Lodge, I. O. O. F.

- Hamilton, E. E., Tube City Council, No. 378, Jr. O. U. A. M.
Hampson, Robt., Knights of Honor.
Heist, Killian, Blucher Lodge, I. O. O. F.
Herwick, Geo. B., McKeesport Lodge, Order of Tonti.
Herwig, W. K., Solon Castle, No. 1413, K. of Golden Eagle.
Hofman, C. G., McKeesport Turners.
James, Richard, No. 217, K. of P.
Jeffers, J. M., McKeesport Lodge, No. 43, A. O. U. Workmen.
Johnston, John, No. 312, K. of G. E. (Christy Park).
Johnston, J. U., Local Union, No. 177, C. and J. of A.
Johnstin, U. G., Knights of Maccabees.
Kuhl, Fred, No. 447, K. of G. E.
Leppig, Geo. M., Branch No. 57, C. M. B. A., German Catholic.
Lueckert, John, Liederkranz.
Mulligan, Thes., St. Joseph Beneficial Society.
McCleary, Samuel W., Scotia Commandery, No. 116, K. of M.
Oberlin, W. M., Ariel Commandery, No. 105, Knights of Malta.
Parke, J. M., Woodmen of the World.
Petty, Thos., Catholic Knights of America, No. 468.
Port, John, Order of Red Men.
Pratt, Joseph, Welcome Stranger Lodge, Sons of St. George.
Ragensberger, Frank J., St. Mary Beneficial Association.
Rankin, Oscar, Youghiogheny Lodge, No. 147, I. O. O. F.
Schoeller, E. A., Union Veterans' Union.
Schreckengost, B. M. Sr., O. U. A. M. (Reynoldton).
Skelley, Jos. A., McKeesport Conclave, No. 81, I. O. H.
Stewart, Henry, Col. Sam W. Black Post, No. 59, G. A. R.
Swanson, C. E., No. 6682, A. O. Foresters.
Thompson, Arthur, K. of P. (Reynoldton).
Wallace, A. C., McKeesport Council, No. 109, Jr. O. U. A. M.
Wardell, Jackson, McKeesport Castle, No. 280, K. of G. E.
Weatherspoon, Chas., Orangemen.
Wolf, Emanuel, Youghiogheny Lodge, I. O. O. F.

Woman's and Antiquaries.

Bailie, Mrs. Anna M., Chairman.
Campbell, Mrs. A. B.,
Davitt, Mrs. Jno. F.,
Demmler, Mrs. A. J.,
Evans, Mrs. James.
Harrison, Mrs. F. G.,
Harrison, Mrs. W. E.,
Hunter, Mrs. W. W.,
Knox, Mrs. W. F.,
Kuhn, Mrs. Jas. S.,
Lang, Mrs. Anton.
Lowry, Mrs. S. O.,
Millar, Mrs. Thos. A.,
Riggs, Mrs. R. L.,
Ryan, Mrs. M. F., Sec'y.,
Sharples, Mrs. W. J.,
Skelley, Mrs. Jos. A.,
Smith, Mrs. Florian,
Speer, Mrs. J. E.,
Stewart, Mrs. John W.,
Tassey, Mrs. Emily E.,
Tonnelé, Mrs. Theo.,
Whigham, Mrs. Margaret W.,
White, Mrs. T. L.,
Wood, Mrs. T. D.,
Woods, Mrs. E. F.,
Woods, Mrs. Jno. T.

Speakers.

Rankin, R. C., Esq., Chairman,
Demmler, A. J.,

Dunshee, W. A., Esq.,
Ekin, Wm. M.,
German, Wm.,
Hartman, W. E.,
Means, N. A., Esq.,
McCune, Dr. John N.,
Patterson, F. W.,
Ryan, M. F.,
Shaw, S. W.

Fire Works.

Mars, George Jr., Chairman,
Bolji, Theo.,
Campbell, Jacob,
Caughey, R. J.,
Dersam, J. N.,
Hartman, Geo. W.,
Kahl, C. W.,
Murphey, H. O.,
Wertenbach, J. H.,
West, Wm. E.

Decorations.

Bachman, Max, Chairman,
Butler, L. A.,
Cox, Wm. J.,
Guiser, F. A.,
Hill, Knox C.,
Morgan, W. A.,
Nill, Chas.,
Sellers, P. J.,
Sims, F. E.,
Stone, R. E.,

Sword, J. A. C.,
Yester, Henry A.

Specialties and Fantastics.

Good, A. R., Chairman.
Beam, John R.,
Hoffman, S. H.,
McIntyre, J. P.,
Nill, Chas.,
O'Neil, Jas. D., (Elizabeth),
Robinson, Andrew,
Sims, Frank E.,
Stone, Geo. A.,
Wadsworth, I. B.,
Wolf, Emanuel.

Transportation.

Patterson, F. W., Chairman,
Carothers, R. T.,
Devenny, Jno. C.,
Hopkins, Geo. E.,
Hunter, O. M.,
Leezer, S. J.,
McGirr, J. J.,
Means, N. A.,
Noble, C. L.,
O'Neil, Jno. A.,
Peters, W. B.,
Ryan, Wm.,
Soles, W. C.,
Woods, E. F.

Colored People.

Knox, Chas. A., Chairman.
Bayless, Wm.,
Brown, Wm.,
Davis, W. E.,
Golden, Adam,
Harris, Robt.,
McClure, J. E.,
Parish, Daniel W.,
Walker, Wm. C.,
West, W. B.

Education.

Brooks, Prof. H. F., Chairman.
Boell, Rev. Lawrence,
Burlingame, Dr. F. W.,
Foster, J. D.,
Gordon, Prof. E. W.,
Nolan, Rev. Jas.,
Schmidt, Rev. Gustave.

History.

Harrison, W. E., Chairman.
Abbott, W. S., Secretary.
Edmundson, Isaac,
Evans, James, Esq.,
Stewart, Henry.

Press and Printing.

Shale, J. B., Chairman.
Abbott, W. S.,
Lindbom, Oscar E.,
Nill, Otto G.

Reception.

Kuhn, Jas. S., Chairman.
Coursin, F. H.,
Gemmill, J. R.,
Gleason, W. G.,
Haben, Dr. John F.,
Hall, Dr. A. E.,
Harrison, F. G.,
Knox, Dr. W. F.,
Moffatt, Geo. D.,
Murphey, M. R.,
O'Neil, A. B.,
Patterson, Peter,
Soles, Edwin,
Stuckslager, C. R.,
West, Isaac,
Wood, R. G.

Entertainment.

S. E. Carothers, Chairman.

Altmeyer, Geo.,	May, R. J.,
Bestwick, Jacob,	Moore, Morris R.,
Black, Dr. R. J.,	McGirr, J. J.,
Brooks, Prof. H. F.,	Newlin, T. F.,
Cairnes, Jas. H.,	Nill, J. P.,
Canfield, Jas. H.,	Pitts, E. W.,
Clark, S. C.,	Porter, Dr. John,
Corey, M. G.,	Power, Dr. H. J.,
Curry, M. L.,	Riggs, R. L.,
Demmler, W. A.,	Robbins, W. N.,
Donovan, D. G.,	Ryan, M. F.,
Edmundson, Jno. B.,	Scott, Vankirk
Evans, J. D.,	Sellers, P. J.,
Fawcett, Dr. J. W.,	Shaw, A. Y.,
Gannon, Francis,	Shaw, John A.,
German, Wm.,	Smith, J. C.,
Gibson, H. W.,	Speer, J. Ewing, Esq.,
Hammitt, J. L.,	Squibb, Prof. F. W.,
Hare, Rev. C. A.,	Stewart, H. C.,
Hofman, Anton,	Stone, Jos. A.,
Hunter, W. W.,	Stuckslager, Dr. C. R.,
Junker, W. B.,	Taylor, Dr. W. B.,
Knox, Chas. A.,	VanKirk, Dr. T. R.,
Lamp, Henry,	Volk, R. J.,
Laney, Boston,	West, W. E.,
Lowry, S. O.,	White, Jas. E.,
Lysle, Geo. H.,	White, Dr. T. L.,
Marx, Bernard,	Woods, Theo.

Chief Marshal Tilbrook and Staff.

The selection of a Chief Marshal of the main Centennial parade was a matter of considerable quiet contention for some time. The responsibility in the first instance seemed to devolve upon the Procession committee, by virtue of the full power conferred thereon by the provision designating powers and duties of sub-committees. The secret societies and clubs, as being the prospective source of the majority of men in line, thought their wishes should be considered. Finally without action or instigation on the part of the General Committee, it was tacitly agreed that the two sub-committees meet together and reconcile their differences. Accordingly such a meeting was held on June 7th. at which Thomas Tilbrook was recommended as Chief Marshal.

The minutes of the General Committee of the regular meeting held on the following evening, show this action:

“Committee on Procession, Thomas Tilbrook, reported having held a meeting on Thursday evening, with the committee on Societies, at which Thomas Tilbrook was elected Chief Marshal of procession, subject to the approval of General Committee. On motion of W. J. Sharples, report received and election of Marshal ratified.”

Acting under the foregoing selection in the execution of such authority as is customarily vested in the Commander-in-Chief, Mr. Tilbrook early announced his staff as follows:

Chief Marshal,

Thomas Tilbrook.

Adjutant General,

Capt. W. E. Thompson.

Chief of Staff,

Capt. A. B. Campbell.

Division Commanders.*First Division.* Capt. T. C. Crawford.*Second Division.* Prof. H. F. Brooks.*Third Division.* Jas. Stratton.**Aides.**

Abbott, W. S.,	Bolji, Theo.,
Altmeyer, Geo.,	Boyd, A. S.,
Andre, Jas. Z.,	Brown, Chas. H.,
Arnold, Max,	Campbell, Jas.,
Arthurs, Chas.,	Campbell, Dr. J. M.,
Auld, J. P.,	Campbell, J. Wesley,
Bachman, Max,	Carothers, S. E.,
Bailey, W. C.,	Carver, A. J.,
Bailie, J. W.,	Caughey, Jas. Y.,
Bailie, Robt.,	Caughey, Robt. H.,
Beam, Capt. John R.,	Christy, John R.,
Bestwick, Jacob,	Clark, Robt.,
Black, Oliver,	Conroy, Fred.,
Black, Dr. R. J.,	Coon, Capt. O. C.,
Bligh, Patrick,	Coursin, J. P.,
Boax, J. J.,	Crawford, R. C.,
Bohm, Jacob S.,	Cronemeyer, W. C.

Dart, W. T.,	Hughes, T. D.,
Davis, M. E.,	Hunter, W. W.,
Davitt, Jno. F.,	Jones, O. G.,
Demmler, A. J.,	Jones, T. C.,
Dersam, J. N.,	Kearney, Dr. E. C.,
Devenny, Jas. L.,	Kirkpatrick, Louis,
Donovan, D. G.,	Knox, Chas. A.,
Douglass, E. P.,	Leppig, Geo. M.,
Douglass, W. L.,	Long, Patrick,
Dunshee, J. F.,	Lowry, S. O.,
Edmundson, Wm. H.,	Ludwick, G. F.,
Ekin, R. W.,	Lugner, Alex.,
Ekin, W. M.,	McCune, P. W.,
Erickson, John,	McGraw, Thos.,
Evans, Geo.,	McKee, Dr. J. O.,
Everett, F. M.,	May, R. J.,
Falkenstein, Geo. J. F.,	Mellinger, J. A.,
Fehr, Geo.,	Millar, Thos. A.,
Finley, S. F.,	Miller, W. J.,
Firestone, Samuel,	Miller, Dr. W. T.,
Gannon, Francis,	Mitchell, James,
Gardner, T. D.,	Moffatt, G. D.,
German, Wm.,	Moore, W. H.,
Gleason, F. S.,	Morgan, Jos.,
Golden, Adam,	Morris, Bernard,
Graff, G. F.,	Murphey, M. R.,
Hamilton, E. E.,	Murphy, P. J.,
Hammitt, J. L.,	Myer, G. F.,
Hardy, David,	Myers, Harry,
Harrison, F. G.,	Nagel, Wm.,
Henderson, J. R.,	Neel, J. M.,
Herwick, G. B.,	Newlin, T. F.,
Hitzrot, Dr. H. W.,	Nicol, J. F.,

Patterson, F. M.,	Spangler, J. K.,
Patterson, F. W.,	Stewart, Henry,
Patterson, Jas. E.,	Stewart, M. Wilson,
Penney, J. L.,	Stone, Geo. W.,
Penney, Saml. E.,	Stuckslager, H. R.,
Plattenburg, Jos.,	Trich, E. M.,
Port, J. W.,	Tyson, J. A.,
Rankin, R. C.,	Unger, Jos.,
Reynolds, Thos.,	Volk, R. J.,
Richardson, Lyncurgus,	Wagoner, Robt.,
Ryan, A. M.,	Walker, Wm.,
Ryan, M. F.,	Wall, John,
Scott, J. K.,	Weddell, Dr. O. S.,
Shale, J. B.,	Weir, Robt.,
Shaw, John A.,	West, Wm.,
Shaw, Saml. W.,	White, Dr. T. L.,
Short, W. A.,	Wiley, T. F.,
Skelley, J. A.,	Williamson, A. K.,
Smith, Geo. F.,	Wolf, Emanuel,
Smith, J. C.,	Wolf, Max,
Soles, C. E.,	Wood, T. D.,
Soles, Edwin,	Young, W. F.

Adenda.

FREDERICK RHODES, of West Elizabeth, aged ninety-one years, was born in a log house on the Evans' farm, this city. He lived his early boyhood days here and has watched the growth of McKeesport from his infancy. The fact of his having been born here was called to the attention of the Centennial Committee and it was at once decided to ask him to preside at the mass-meeting called in connection with the celebration of the event. Mr. Rhodes is hale and hearty, despite his age.

Since the chapter on Postoffice and Postmasters was printed, the changes in politics gave the city a new postmaster, the appointee being Gilbert F. Myer, a young, active business man. He was appointed in August. Mr. Myer has the honor of being named the Centennial postmaster.

Investigation as to who represents the oldest family in this city, indicates that it is the Stewart descendents—Henry and John W. Stewart. They are sons of the late Hamilton Stewart, whose father, Samuel Stewart, came here prior to 1790. The exact date cannot be ascertained. Hamilton Stewart was born in a log house near what is now known as the corner of Fifth avenue and Huey street, in the year 1790. The descendents of Samuel Sinclair, who married a niece of John McKee, represent nearly, if not quite, as old stock. Each family doubtless claims precedence.

There are four survivors of the Mexican war at present, living in the city—not *two* as previously stated. They are Major John W. McCully, William Sharp, Major N. Finch and Thomas Eastwood.

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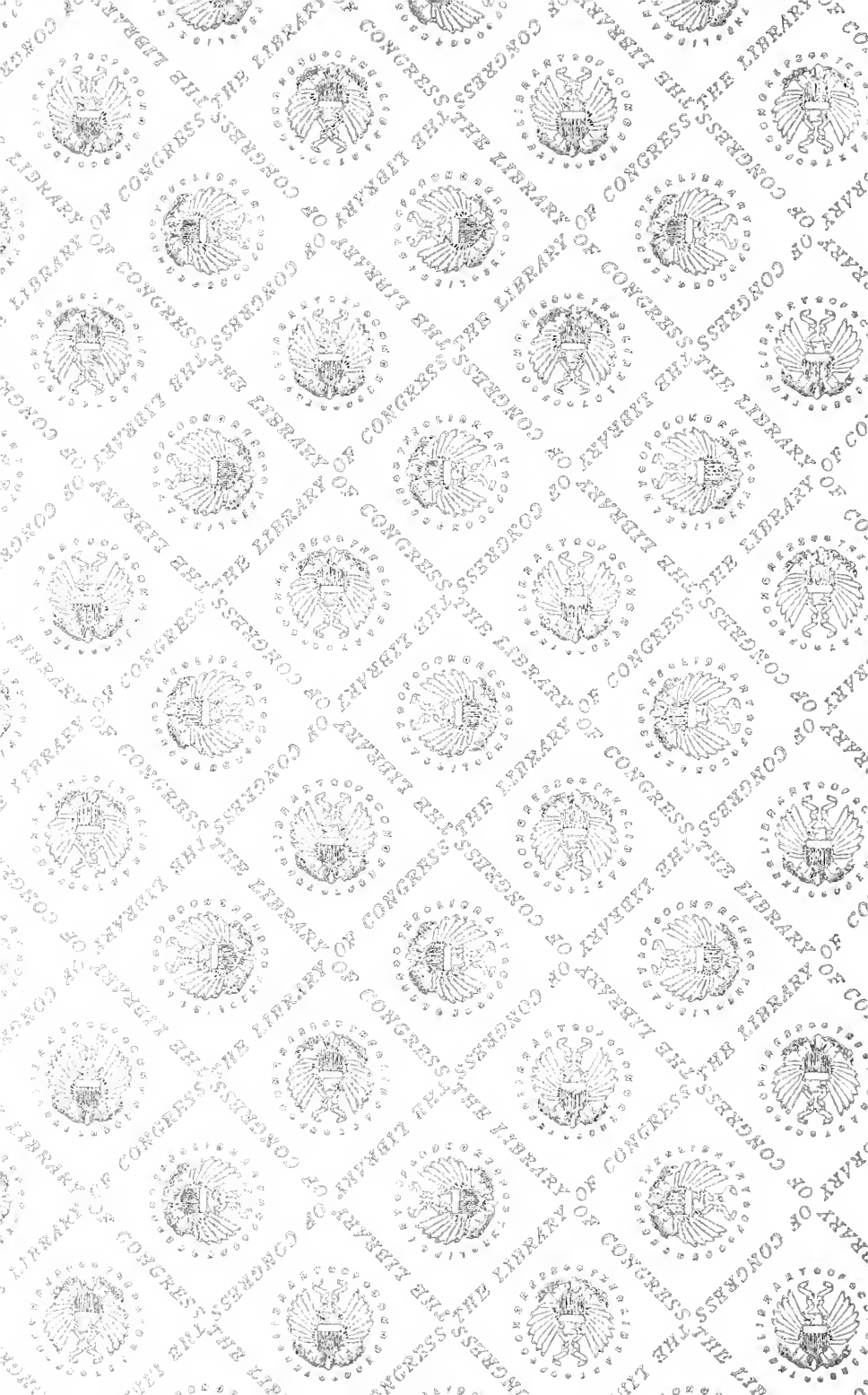
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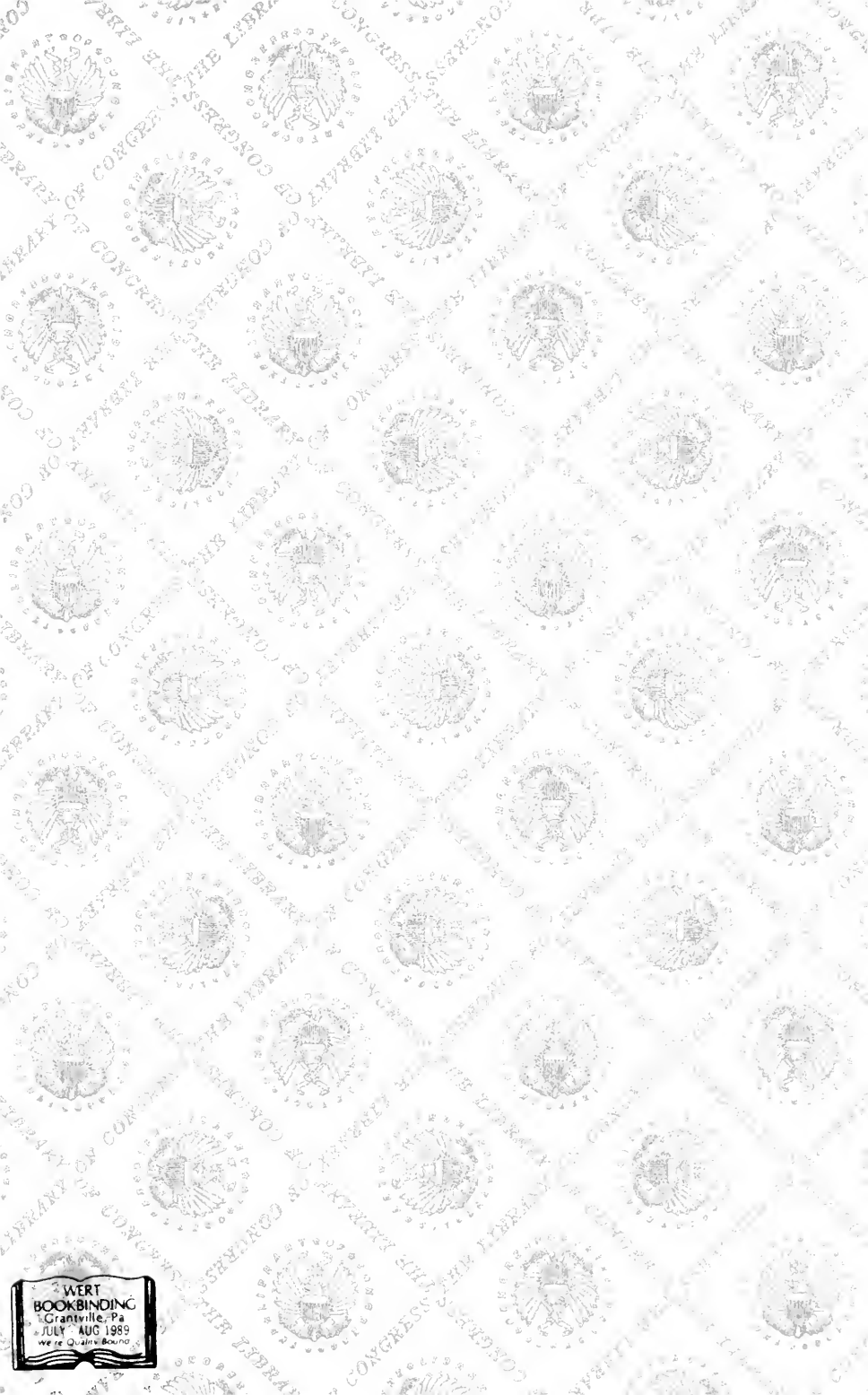
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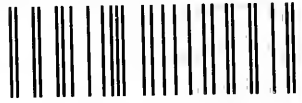
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